

THE WORLD AND ITS PEOPLE

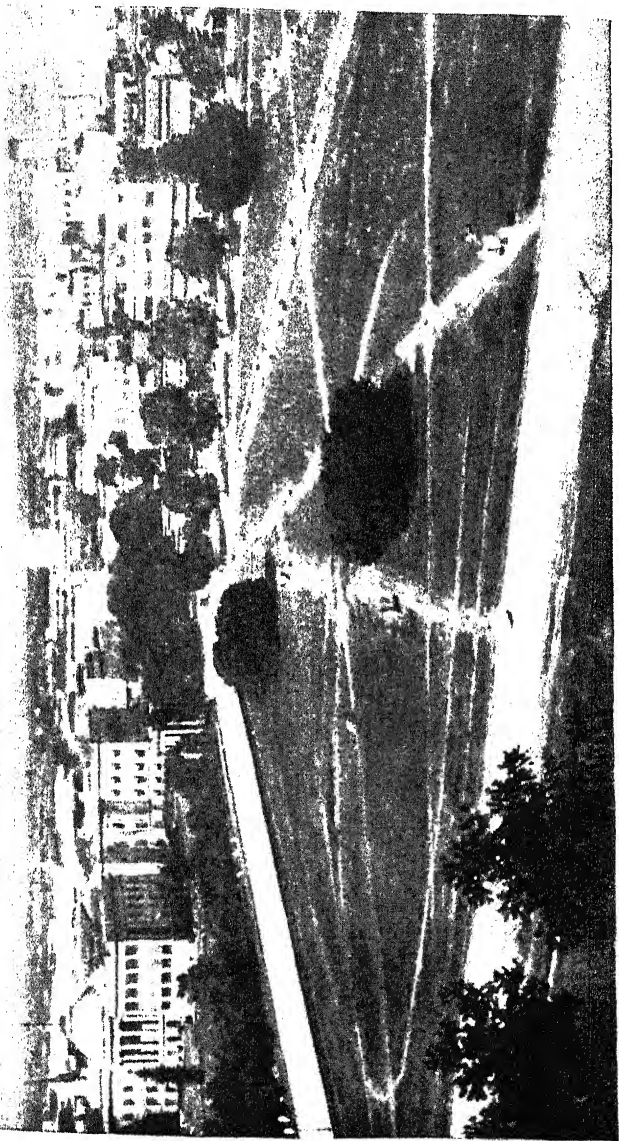
A New Series of Geography Readers



THE BRITISH EMPIRE

THOMAS NELSON AND SONS

London, Edinburgh, Dublin, and New York



CALCUTTA-CAPITAL OF INDIA.

100516

"Love your country, believe in her, honour her, work for her, die for her. Cherish as one of the noblest traditions transmitted by your forefathers that feeling towards Great Britain, the Empire, and the Sovereign by which you are animated, for it is in that direction, and not in any other, that your true course lies."

LORD DUFFERIN, 1878.

CONTENTS.

1. GREATER BRITAIN,	7
2. THE MEANING OF "EMPIRE,"	13
3. THE STORY OF THE BRITISH EMPIRE,	18
4. THE CENTURY OF PREPARATION,	25
5. THE CENTURY OF PROMISE,	31
6. THE CENTURY OF FULFILMENT,	37
7. RECENT HISTORY OF THE EMPIRE,	44
8. FROM LIVERPOOL TO QUEBEC,	51
9. THE GREAT DOMINION.—I.,	56
10. THE GREAT DOMINION.—II.,	59
11. THE RIVER ST. LAWRENCE,	63
12. NEWFOUNDLAND AND THE GRAND BANKS,	68
13. THE MARITIME PROVINCES.—I.,	73
14. THE MARITIME PROVINCES.—II.,	78
15. QUEBEC,	83
16. ONTARIO,	89
17. THE PRAIRIE PROVINCE,	95
18. THE WHEAT-FIELD OF THE WORLD,	100
19. IN RANCH LAND,	104
20. BRITISH COLUMBIA,	110
21. THE WEST INDIES,	117
22. BRITISH HONDURAS AND BRITISH GUIANA,	123
23. OVERLAND TO INDIA,	127
24. EASTWARD HO!	133
25. BRITISH INDIA,	139
26. A COASTING VOYAGE FROM KARACHI TO PONDICHERRY,	145
27. FROM PONDICHERRY TO SINGAPORE,	153
28. THE CLIMATE OF INDIA,	160
29. INDIAN PLANTS, ANIMALS, AND MEN,	164

30. INDIAN CITIES.—I.,	...	...	...	...	170
31. INDIAN CITIES.—II.,	...	...	...	...	176
32. CEYLON AND BALUCHISTAN,	...	...	...	...	186
33. BURMA AND THE MALAY PENINSULA,	...	...	...	...	191
34. BRITISH SOUTH AFRICA,	...	...	...	...	199
35. A VOYAGE FROM LONDON TO THE CAPE,	...	...	...	...	204
36. FROM CAPE TOWN TO KIMBERLEY,	...	...	...	...	208
37. DIAMOND TOWN,	...	...	...	...	216
38. NATAL,	...	...	...	...	221
39. THE ORANGE FREE STATE AND THE TRANSVAAL,	...	...	...	...	227
40. SOUTHERN RHODESIA,	...	...	...	...	233
41. MEN AND ANIMALS OF SOUTH AFRICA,	...	...	...	...	239
42. BRITISH CENTRAL AFRICA AND BRITISH EAST AFRICA,	...	...	...	...	247
43. A JOURNEY ON THE UGANDA RAILWAY,	...	...	...	...	253
44. THE NILE,	...	...	...	...	259
45. THE SUDAN,	...	...	...	...	265
46. THE LAND OF THE NILE,	...	...	...	...	269
47. BRITISH WEST AFRICA,	...	...	...	...	276
48. A VOYAGE TO AUSTRALIA,	...	...	...	...	282
49. PLANT AND ANIMAL LIFE,	...	...	...	...	288
50. NEW SOUTH WALES—"THE MOTHER COLONY,"	...	...	...	...	293
51. VICTORIA AND QUEENSLAND,	...	...	...	...	300
52. SOUTH AUSTRALIA, WESTERN AUSTRALIA, AND TASMANIA,	...	...	...	...	308
53. NEW ZEALAND,	...	...	...	...	316
54. THE BRITISH ISLANDS OF THE PACIFIC,	...	...	...	...	325
55. THE BRITISH EAST INDIES,	...	...	...	...	332
<hr/>					
SUMMARY OF THE GEOGRAPHY OF THE BRITISH EMPIRE,	...	...	...	...	341
PRONUNCIATION OF GEOGRAPHICAL AND OTHER NAMES,	...	...	...	...	367

THE BRITISH EMPIRE.

1. GREATER BRITAIN.

1. Look at the map facing page 15 ; notice particularly the many countries and islands coloured red. They are all units in that great collection of scattered states commonly called the British Empire.

2. First turn your eyes to the "heart" of the empire—that is, to the British Isles—and then compare it with the wide red spaces which you will find both in the Old World and in the New. Your first feeling will be one of amazement. You will marvel how so small a country as our own has managed to acquire control over such a large proportion of the earth's surface. You ought to be eager to know the story, which is indeed most fascinating. Every Briton worthy of the name should know it well.

3. Our empire is the vastest that has ever been brought under the rule of one sovereign. The empires of ancient days sink into insignificance beside it, for in the time of their greatness only a fraction of the world was known. The modern empire of

Chief Countries of the British Empire.

Drawn on a Uniform Scale of Area.

British Isles

Scale 1:60,000,000

Canada



Egypt and
British East Africa



Australia



New Zealand



Tasmania



British South Africa



India



Nigeria



Ceylon

Russia comes nearest to the British Empire in extent, but in character and resources it falls very far short of King George's realm. The British Empire is unique; the world has never seen its like before.

4. Now let us make this plain by means of a few figures. The whole land surface of the globe is estimated at fifty-five millions of square miles. Of this area we Britons hold some thirteen millions of square miles, or a little less than one-fourth. Let us put the comparison in another way. The whole continent of Europe covers something less than four millions of square miles; it could be contained more than three times in the British Empire.

5. Russia in Europe occupies more than one-half of the continent, yet it is exceeded in area by two individual members of our empire. The wholly British island-continent of Australia is greater than Russia by the combined area of Austria-Hungary, Germany, France, and Sweden; and the Dominion of Canada, "eldest daughter of the empire," falls but little short of the whole area of the European continent. A comparison between the extent of the British Isles and that of the empire is almost ridiculous. For every square mile in the United Kingdom there are more than a hundred square miles of British territory beyond the seas.

6. There is still plenty of elbow-room in Greater Britain: there are still wide tracts of land crying aloud for settlers, and great waste spaces that will always be solitudes. Nevertheless, the population of the empire is proportionate to its area. The total

population of the world is said to be 1,640 millions. Of these, the British Empire numbers 420 millions, or more than one-fourth. For every white man, woman, and child under the Union Jack there are six coloured persons, either yellow, red, or black.

7. Look again at the map. Now that you have

**COUNTRIES OF THE BRITISH EMPIRE
DRAWN ON A UNIFORM SCALE ACCORDING TO THEIR
WHITE POPULATION (1911)**

BRITISH ISLES 45 millions



CANADA 7 millions



**AUSTRALIA
4½ millions**



**SOUTH AFRICA
1 million**



**NEW ZEALAND
1 million**



NOTE—In this Diagram South Africa is drawn about 1/40th the size of the British Isles, because the White Population of South Africa is about 1/40th of the population of the British Isles

noticed the vastness of Greater Britain, you will be struck by the fact that it is a *world-empire*. No continent, no ocean, no clime, from the icy polar wastes to the sweltering jungles of the tropics, is without its red patch. The British people seem to have taken samples of territory all over the world.

8. They seem also to have taken their samples in equal proportions from the northern and from the southern hemisphere. In the northern hemisphere the United Kingdom, Canada, and India occupy between them some five million square miles; in the southern hemisphere Australia, New Zealand, and South Africa cover about the same area.

9. Now this is very important. You know that the northern and southern hemispheres have their seasons reversed. Thus, we find that one half of the empire is enjoying summer while the other half has winter. While the land lies cold and bare in the northern hemisphere, it is yielding its harvest in the southern hemisphere, and *vice versa*. It is always harvest time somewhere or other in the British Empire, and communication is so swift and cheap nowadays that grain, fruits, and cattle come readily to us from even the most distant of our possessions.

10. Now that you have noticed the world-wide character of the empire, you will expect it to be richly varied in character and productions. There is, indeed, no article of human desire that may not be obtained within its wide bounds. The British lands in the temperate zones produce wheat, meat, and wool in abundance. The forests of Canada and of Australia yield stores of splendid timber, while Great Britain has those unrivalled treasures of coal and iron which lie at the root of her prosperity. Rice, cotton, tobacco, sugar, and other kinds of tropical products flourish within the empire, and we need not seek beyond it for all our luxuries and adornments.

11. A further glance at the map shows us that our empire is *oceanic*. The Russian Empire consists of continuous land, but the various states of the British Empire are united by means of the sea. A great writer observes that the ocean flows through Greater Britain in every direction, so that it resembles a world-Venice with the sea for streets.

12. This is a very important fact, and one that should never be forgotten. Our empire has been founded on the seas, is now maintained on the seas, and will only last as long as we command the seas. Britannia must rule the waves if the people of the British Isles are to exist and the British Empire is to be held together. We must have an open highway all over the world, and our trading-vessels must be able to traverse it with the least possible interruption.

13. The British people are the ocean-carriers of the world; their merchant shipping is nearly twice as great as that of all other nations taken together. To and fro between our shores and the ports of the whole world our merchant ships come and go like shuttles in a loom. On the outward voyage they are laden with the coal and manufactured goods of the British Isles; homeward bound their holds are full of raw materials and food.

14. Were a foe to overcome us upon the seas, the British Empire would lie at his feet. The heart of the empire would cease to throb; her busy factories would be idle; her myriad workers would starve. For these vital reasons Britain maintains a huge navy and fortified coaling-stations all over the world.

2. THE MEANING OF "EMPIRE."

1. The temperate zones are the most desirable regions of the earth. They have produced the highest types of mankind, and within them alone can the white man live comfortably and work effectively. There a man is encouraged to labour; for the heat is not so great as to sap his energy, and the cold is not so intense as to numb his powers.

2. The savage in the tropical forest has but to put out his hand to find sufficient food to keep him alive. Nature is most bountiful, and the balmy skies make clothing and shelter almost unnecessary. In the temperate zones, however, a man must work to live. He must make clothes to wear and build a roof for shelter. He must clear and till the land before he can secure a steady, regular livelihood.

3. His harvest comes but once a year, so that he must learn to deny himself and lay by something for the future. He discovers that in concert with others he can do many things which are impossible to his unaided strength. He thus learns to unite into clans, tribes, and states. In this and in many other ways he develops himself, and in the course of long ages becomes the civilized being which we know as the white man.

4. Now let us turn to the map again and divide the British Empire into two great parts—the lands within the temperate zones, which we may call *white man's country*; and the lands within the torrid zone, which we may call *coloured man's country*. The

frozen regions of the frigid zone are mere wastes, and may be left out of account altogether.

5. The British Empire, we observe, lies largely within the temperate zones. It is mainly *white man's country*, and in a large part of it a Briton from home may settle down without any discomfort or loss of energy. In the north temperate zone, which has been the seat of all the great empires of the world, we find the British Isles and the vast Dominion of Canada. Canada is one of the Five Nations of Greater Britain, inhabited by a white race with a great future before it.

6. In the south temperate zone we find wide British lands at the shank end of Africa. Here we find the second of the Five Nations, a race of Europeans dwelling amidst a dense population of natives. The great island-continent of Australia lies mainly within the same zone. Here is the third of the Five Nations, inhabiting, as yet, only the fringes of the continent. The fourth of the Five Nations occupies the island-group of New Zealand, which is wholly in the south temperate zone, and might well be called the British Isles of the Southern Seas. The fifth of the Five Nations inhabits the mother country.

7. Now let us look at the *coloured man's country* within the British Empire. It is, of course, almost wholly within the tropics. A great region of West, Central, and East Africa is mainly inhabited by the negro, with deep brown or black skin, short, black woolly hair, a broad flat nose, and prominent cheek bones. Most of these negroes are uncivilized. The

only white men among them are British officials, soldiers, and traders.

8. In the vast peninsula of India we find another coloured man's country, densely peopled by one-fifth of the whole world's population, all of dark skin, but varying in civilization from the most degraded savage to the highly-cultured Hindu. Here, again, the white men are officials, soldiers, planters, and traders. They are not settlers, as in the British lands of the temperate zones, but sojourners. There are elevated parts of the peninsula where white men can live in comfort; but India can never be a white man's country, for white children cannot be reared in it.

9. Ceylon, the Straits Settlements, North Borneo, New Guinea, and British West Africa will also remain coloured man's country until we have learned how to overcome the diseases which attack white men in tropical lands. There are, of course, *parts* of most of our tropical possessions which might become the homes of white men. These are lofty plateaus or the summits of mountainous islands specially tempered by the sea.

10. This division of the empire into white man's country and coloured man's country is important from another point of view. The white man's country is chiefly occupied by the Five Nations who are mainly of British race. They live practically the same life, think the same thoughts, honour the same king, and profess the same religion though oceans roll between them. The strongest desire of Britons is for self-government, and this desire they have carried with



KING GEORGE V.

"The outward and visible sign of our unity is the common headship of the British King."

them across the seas. All the white man's lands of the British Empire have parliaments, and their citizens are free to elect those who make the laws and levy the taxes.

11. In the coloured man's country the natives have no such rights; for in many cases they are mere savages, and in others they could not be trusted with such power. Wherever possible, however, as in India, they are invited to assist both in the central government and in the government of towns. In the coloured man's country there are no elected parliaments, and the real ruler is the British Parliament at home.

12. The full title of the British sovereign is George the Fifth, by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas King, Defender of the Faith, Emperor of India. Notice that the King is "Emperor of India." He acts as an emperor over most of the remaining coloured man's country, though he has not yet assumed the title. Of the white man's country he is *king*.

13. From this we observe that the title "empire," though convenient, is apt to be misleading. It suggests a collection of nations held together by force. We already know that more than half of the empire is the abode of free peoples. The bulk of our empire is held together by the slightest of bonds, which are, nevertheless, stronger than links of iron. A common ancestry, a mother country, a common kindred, language, and traditions weld us together whether we

live in the United Kingdom, in Canada, in Australia, in New Zealand, or in South Africa. The outward and visible sign of our unity is the common headship of the British King.

14. Modern statesmen are seeking to devise plans by which the United Kingdom and the self-governing colonies may combine into a single British state. The idea is one that stirs the imagination, and every one must wish for its accomplishment. Let us hope that as the years roll by Britons all over the world will draw nearer and nearer

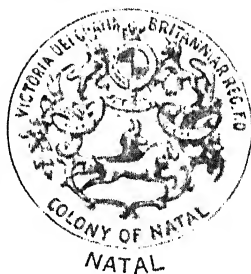
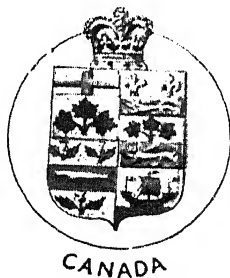
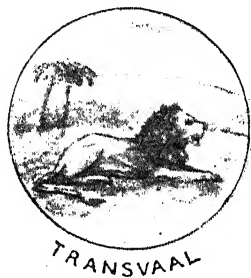
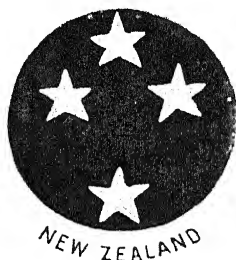
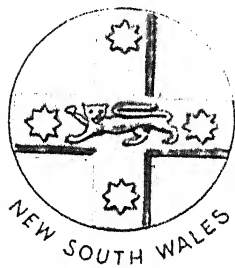
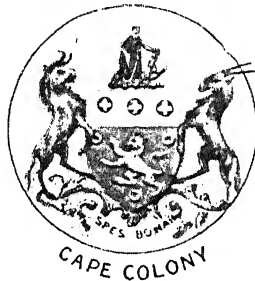
“Into one imperial whole,
One with Britain, heart and soul—
One life, one flag, one fleet, one throne!”

3. THE STORY OF THE BRITISH EMPIRE.

1. We are so accustomed to think of Britain as “Mistress of the Sea,” that we are apt to imagine she has always been the greatest naval power of the world. This is not so, for, as a matter of fact, we were a very backward and unimportant nation when Venice, Portugal, and Spain were busy maritime powers, and their navigators were exploring the unknown world.

2. Look at a map of Europe, and you will at once see how favourably Portugal and Spain are situated with regard to the Atlantic. Not, however, until the close of the fifteenth and the beginning of the sixteenth centuries did these nations begin to

(1,189)



take advantage of their splendid maritime situation. What brought about the great change?

3. Geographers tell us that navigation passes through three stages: first, it is confined to rivers, then it is extended to inland seas, and finally it becomes oceanic. Now, up to the sixteenth century navigation was in the second of these stages: upon the Mediterranean Sea the whole commerce of the world was borne. The products of the East were brought to the Asiatic shores of the Mediterranean on the backs of camels, which traversed long and toilsome caravan routes. Ships visited these ports laden with the manufactured goods of Europe. An exchange took place, and then the ships sailed for home with silks, spices, and all the wealth "of Ormuz and of Ind." These were afterwards distributed both by land and sea over the whole of Europe.

4. Now, the great maritime power of the fourteenth century was Venice, a fifth-rate seaport now, but then the proudest commercial city of the world. She had thousands of merchant vessels, all divided into companies, and sailing together for mutual protection against pirates. What Britain is to the twentieth century, Venice was and more to the fourteenth century. Not only did she trade with every country open to enterprise, but she produced a number of daring travellers, who visited Egypt, Persia, India, China, and even the remote countries of Central Asia.

5. Venice was "Mistress of the Mediterranean," and she rigidly reserved its trade to herself. The
(1,189)

Mediterranean was practically closed to all other nations, and this naturally compelled the Portuguese to look for another road to the East. A new road became all the more necessary when the Turks began to block up the old avenues by which the trade of Asia had reached the Mediterranean coast.

6. About the beginning of the fifteenth century Portugal had a noble and able prince known as Henry the Navigator. He lived in a town near



VENICE--ONCE THE "MISTRESS OF THE MEDITERRANEAN."

Cape St. Vincent, and there he built an observatory. Every day high in his eyrie he looked out on the mysterious ocean, which stretched westward and southward of his father's kingdom, and he wondered what lay beyond. He was bent on solving the mystery, and especially on finding an ocean road to India.

7. He encouraged navigators to make the quest. They crept along the shores of the African continent, each explorer venturing a little further than the one



STATUE OF COLUMBUS AT GENOA.

before him; but progress was slow, and the prince had directed the work for forty-three years before the Gulf of Guinea was reached.

8. Prince Henry died in 1460, but the work did not die with him. Repeated expeditions explored the western coast of Africa, and at last, in the year 1486, Bartholomew Diaz rounded the Cape of Good Hope without knowing it. Eleven years later, in 1497, Vasco da Gama made his never-to-be-forgotten voyage. He passed the Cape, crossed the Indian Ocean, and reached the shores of India. The ocean route to India was discovered at last; a new era was opened, and its grand prize was won by the Portuguese.

9. Now we must hark back five years and learn something of an even more momentous voyage. Christopher Columbus, a Genoese seaman, had conceived the design of reaching India, not by the route which the Portuguese were pursuing, but by sailing westward across the Atlantic Ocean. He had hard work to find a patron for his enterprise, but at last he managed to persuade Ferdinand and Isabella of Spain to fit out an expedition.

10. On August 3, 1492, Columbus set sail from Palos, with three ships no larger than the coasting vessels of our own day. On August 9 the ships reached the Canary Islands, and after being detained three weeks they set sail once more with a crew of faint-hearted men, who broke out into loud cries of distress as the last land known to them faded from sight on the horizon.

11. Westward and ever westward they sailed, and

weeks passed by. Mutiny broke out, but it was quelled, and at length, on the morning of October 12, Columbus saw before him one of the Bahama islands. He annexed it in the name of Spain, and then visited Cuba and Haiti. On March 15, 1493, he returned to Spain bearing the wondrous news.

12. Thus was the Old World brought into contact with the New. Men were brought into touch with new lands, new races of men, new scenes, and new adventures. Men's eyes were opened, their minds enlarged, and their adventurous instincts aroused. Once the wild western sea had been crossed in safety, bold sailors were not slow to follow in the wake of the great pioneer. Some sailed north and some south of the places discovered by Columbus, and gradually they learned that they had reached, not India, or indeed any part of Asia, but a new world altogether.

13. England had no share in the glory of these two wondrous discoveries, though she has profited most of all by them. She did little in the way of exploration at this time, but she had one triumph. She sent out John Cabot of Bristol five years after Columbus had reached the West Indies, and he was the first man to reach Newfoundland and touch the mainland of America.

14. England was not ready yet to enter into the race for oversea trade and dominion. She was in the apprenticeship stage. Nearly a hundred years passed away before she began to realize her great destiny.

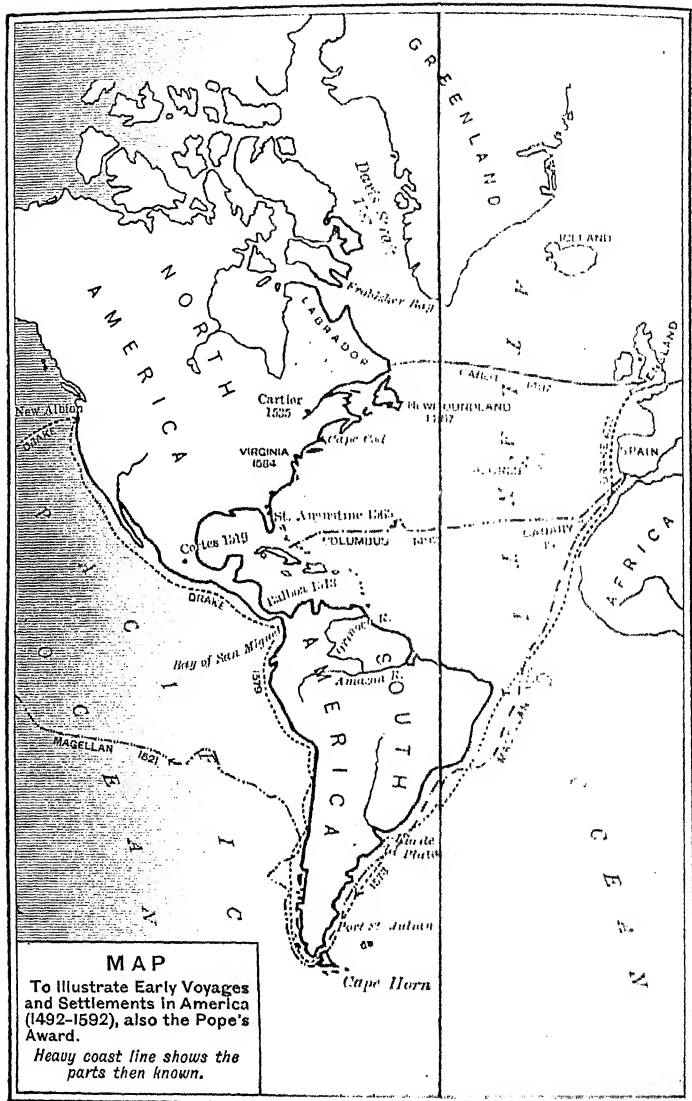
4. THE CENTURY OF PREPARATION.

1. After Columbus had announced his wondrous discovery, Ferdinand and Isabella besought the Pope to declare that the new continent belonged wholly and solely to them and to their heirs. They appealed to the Pope because he was then considered to have the disposal of all heathen lands.

2. After some disputing with the Portuguese, the Pope decreed that all the lands, discovered and undiscovered, lying west and south of an imaginary line drawn from the North to the South Pole, at a distance of one hundred leagues west of the Azores and the Cape Verde Islands, should belong to Spain. The Pope really divided the world between these two powers. He gave the Spaniards a title to the whole of the American continent, except the Brazilian coast.

3. Spanish explorers were soon busy. At first they confined themselves to the coasts, but early in the sixteenth century they began to penetrate the interior. Mexico was conquered by Cortez, Pizarro overcame Peru, and Spanish dominion was gradually established in the central and southern half of the continent.

4. It is important to notice that the Spaniards conquered lands already occupied by people living under settled governments. This they did because they looked upon the New World as a gigantic estate from which they might draw much wealth. Gold, silver, and precious stones were all that they desired from these new lands. By every kind of



All on this side to belong to Spain. ←

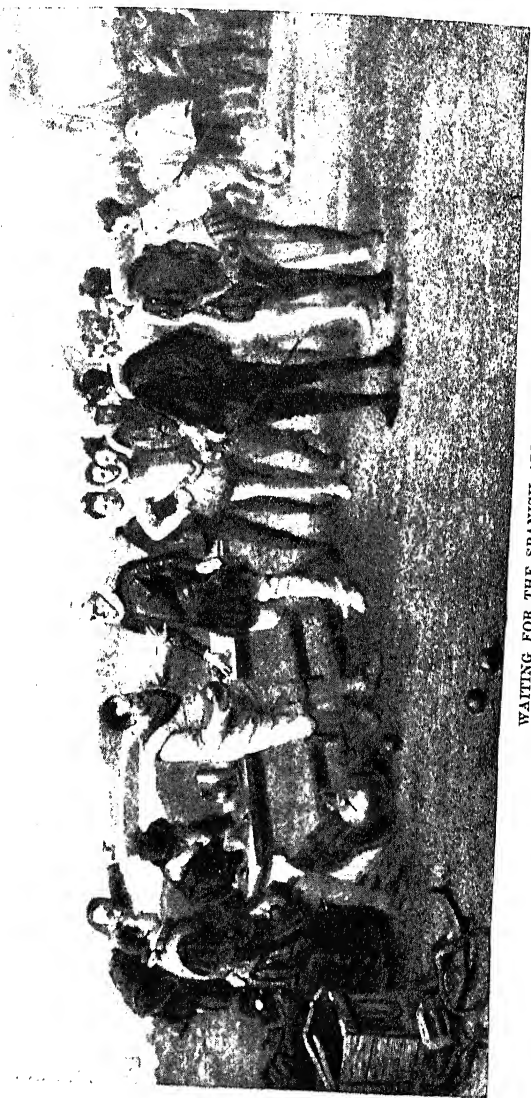
→ All on this side to belong to Portugal.

cruelty and treachery they wrung from the wretched natives their stores of wealth, and then condemned them to delve in the mines for more. The Spaniards were always conquerors, never settlers.

5. The Portuguese, meanwhile, had established themselves on the coasts of Africa and India, and had seized Brazil, upon the shores of which some of their ships had been stranded. The native Brazilians, unlike the Peruvians, were difficult to conquer, and could not easily be made to work in the mines. The Portuguese, therefore, introduced negroes from the Guinea coast. Thus, one of the earliest gifts of the Old World to the New was a traffic in human flesh and blood, with all its attendant horrors.

6. The sixteenth century may be called the Spain-and-Portugal period. Twenty years before the century closed Philip the Second of Spain seized the crown of Portugal. In his own person he united the crowns of the two states, and wielded dominion over their widespread possessions in America, Africa, and Asia. For the next eighty years the two countries had one king.

7. Now, what was England doing while Spain and Portugal were thus engaged in building up a foreign empire? England was preparing herself for her great vocation by an apprenticeship to the sea. Henry the Eighth built a navy, and our seamen made many adventurous voyages in the endeavour to find new routes to the East. They discovered little but frozen oceans, but they were learning their trade all the time.



WAITING FOR THE SPANISH ARMADA.

8. The great religious movement of the time known as the Reformation, threw England and Spain into opposite camps. In Elizabeth's reign England became Protestant, while Spain was the chosen champion of the Pope. Bitter enmity was rife between the two countries long before war broke out.

9. British sailors were chasing and capturing Spanish galleons, and attacking and plundering Spanish settlements, half the world away. Most of the English sea-dogs of that time were little better than buccaneers; indeed, Elizabeth herself dubbed that fine seaman Sir Francis Drake her "little pirate."

10. These audacious attacks roused Philip of Spain to bitter anger. He saw that there would be no security for his galleons at sea and his settlements on shore until England was crushed. The Pope, too, besought him to conquer the heretic land, and restore it to the bosom of Mother Church. Philip had other reasons too, both private and public, for taking vengeance on England, and in an evil hour for himself and Spain he launched his "Invincible Armada."

11. The threatened invasion aroused the patriotic ardour of England. Men of all classes and creeds, Catholic as well as Protestant, flocked to the standards; sailors crowded to the ships. The navy was in a disgraceful state, and it numbered only twenty-eight vessels. Cities, merchants, and nobles, however, came to the rescue, and eventually a large scratch fleet was got together, carrying 837 guns and 9,000

men. With this armament England opposed the lordly galleons of Spain, 130 in number, mounting 3,165 guns, and manned by more than 28,000 men.

12. There is no need to tell the story in detail. Ill-luck dogged the Armada from the outset. While it was fitting out in Cadiz harbour Drake suddenly attacked it, and burnt no less than 10,000 tons of shipping. This exploit he playfully called "singeing the King of Spain's beard." When the Armada really set sail in the spring of 1588 the crews were raw, the ships were ill-found and ill-provisioned, and the admiral was a man who hardly knew a mast from an anchor.

13. The first encounter was a running fight in the Channel, during which the English sea-dogs amply showed the audacity, skill, and resource which they had developed in many an exploring and buccaneering enterprise. The Spaniards managed to reach Calais, but they were in a state of panic, and the fire-ships sent among them drove them hither and thither in the direst confusion. A final engagement shattered the Spanish fleet beyond recovery. The survivors fled northward. "God blew with His wind, and they were scattered." The sea power of Spain was a thing of the past.

14. The defeat of the Spanish Armada opened the modern history of England: it was the first step in the creation of Greater Britain. It announced to the world the new character which England was assuming; it indicated that she was henceforth to direct her energies to the sea and to the New World.

She was on the verge of empire, but she had not yet attained it.

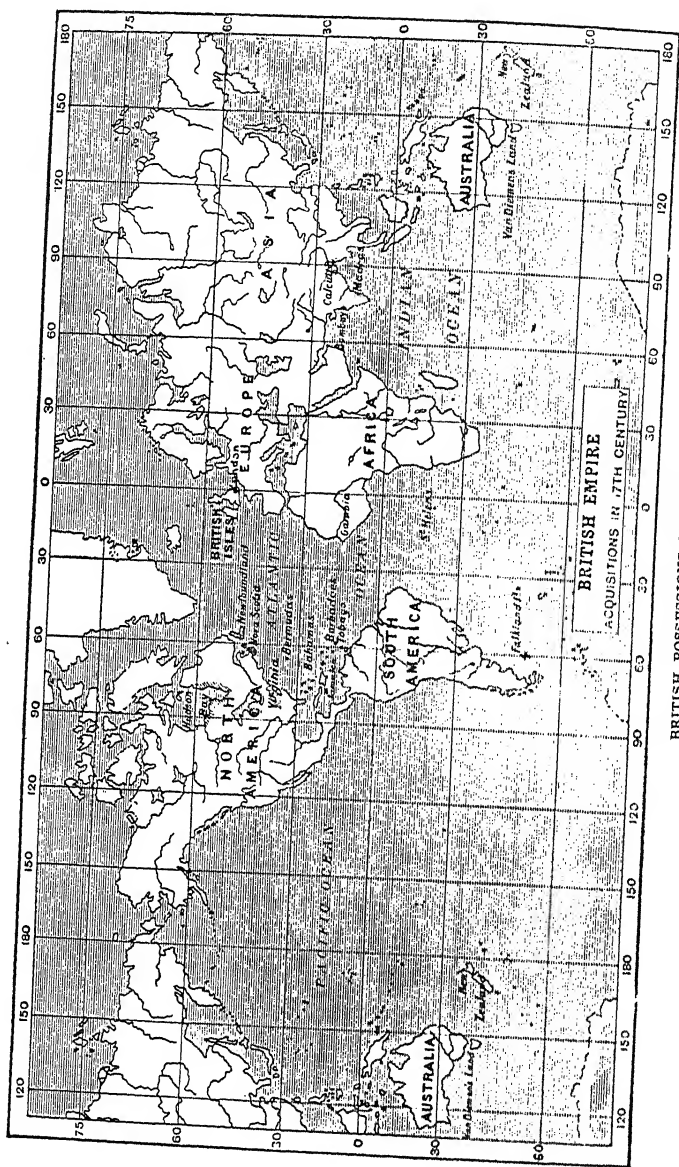
15. In the last years of Queen Elizabeth's reign England had no possessions at all outside Europe, for all her schemes of settlement had failed. Sir Humphrey Gilbert had striven hard to found a colony in Newfoundland, but to no purpose; and his half-brother, Sir Walter Raleigh, had fared just as badly on an island off the coast of what is now North Carolina.

16. At home "Great Britain did not yet exist; Scotland was a separate kingdom, and in Ireland the English were but a colony in the midst of an alien population, still in the tribal stage." Nevertheless, England stood upon the threshold of a new era, and the establishment of her vast empire was only a matter of time.

5 THE CENTURY OF PROMISE.

1. We now come to an event which we may rightly call the starting-point of the British Empire. Raleigh's noble effort to found a colony in the year 1585 on Roanoke Island had failed, but his glowing accounts of the adjoining mainland, which was called Virginia, in honour of Elizabeth, the "Virgin Queen," soon aroused Englishmen to make another attempt.

2. In the year 1606 King James the First created two companies—one of London merchants, and the



BRITISH POSSESSIONS SHADED.

other of Plymouth merchants. These companies were empowered to establish settlements in Virginia, which then comprised all the Atlantic coast territory from what is now the State of Maine to Florida.

3. Unfortunately the first colonists were quite unfitted to go pioneering in the desert. Many of them were soft-handed gentlemen, who could not bear cold and hunger, and were unused to the axe and plough; many others were the sweepings of the London streets and jails. The early colonists had to undergo terrible hardships—starvation often stared them in the face—but in course of time they began to prosper.

4. In 1620 quite a new type of colonists crossed the Atlantic and founded New England. They were Puritans, men of deep religious conviction, who preferred to go into exile rather than conform to the form of worship which the government of England was cruelly forcing upon them. These indomitable, deeply religious men and women had to endure hunger, cold, and disappointment and solitude, but they bore it all with wonderful patience. In time their colony advanced, and they were joined by other persecuted Puritans, who made excellent settlers.

5. Britain had now obtained a footing on the American continent, and was rapidly extending her territory. By the end of the seventeenth century she had founded the famous thirteen colonies, which lay in a solid and thriving row from north to south along the Atlantic seaboard. Britain, however, was not the only power in North America; she had a most formidable rival in France.

6. Just about the time when James the First was giving charters to Virginia and New England, the French were founding farther north the two colonies of Acadia and Canada. While William Penn, the Quaker, was building up Pennsylvania, a great Frenchman named La Salle actually made his way up the St. Lawrence and through the great lakes to the sources of the Mississippi. Launching his boats upon that mighty stream, he sailed right through the country to the Gulf of Mexico, and at once laid claim to the vast territory which he had discovered. Shortly afterwards the French colony of Louisiana was founded.

7. France thus possessed the two great rivers, the natural avenues to the interior, and this gave her a long start of us on the North American continent. An observer in the year 1688 noticing the position of affairs in North America might have been pardoned for prophesying that the whole land was destined to pass into the hands of France, instead of into the hands of Britain.

8. The Dutch, too, had designs on the New World. Three years after James signed the charter of the Virginia companies, Henry Hudson, an English sailor in the service of Holland, reached the American coast, and sailed up the river now known as the Hudson. This voyage enabled the Dutch to claim all the country drained by the Delaware and the Hudson River. Traders from Holland arrived, the New Netherlands came into being, and New Amsterdam, now the city of New York, was founded on Manhattan Island.

9. The appearance of the Dutch as competitors in North America marks a great change in the relative positions of the five European states which sought to establish empire in the New World. Spain still held her great possessions, but her power was already on the wane, and she could no longer add to them. Portugal had declined, and the Dutch during their eighty years' war with Spain had snatched from Portugal the control of the Eastern Archipelago. By the beginning of the seventeenth century Holland had become the leading colonial and maritime power.

10. In the latter half of the same century a republic was set up in England, with Oliver Cromwell at its head. Now we must always remember that Cromwell was a great im-



ROBERT BLAKE.

perial statesman. [He placed the navy on a proper basis, and under Robert Blake it began to rule the seas. Cromwell soon perceived that Holland had become our great rival on the ocean and in the New World; he therefore caused a law to be passed which dealt a severe blow at her carrying trade. This led to a naval war, from which the new British navy, after

some reverses, issued triumphant. The Dutch were forced to acknowledge the supremacy of our flag in our own seas. Ten years later New Amsterdam was seized by the British.

11. Thus, of the five competing nations, two alone, France and Britain, were left to struggle for supremacy. They were at close quarters in America, where they stood like armed men waiting the word to engage. It was inevitable that conflict should arise. The British colonies were growing in population, and were pushing themselves farther west every year. France claimed the whole hinterland, and had her claim been allowed the British colonies would have been confined to a narrow strip between the Alleghany Mountains and the Atlantic Ocean. By 1690 the struggle had begun.

12. We must not forget that England and France were also rivals in India. The English East India Company began operations twelve years after the defeat of the Armada. It was founded for trade, and it stuck closely to business for a hundred and forty years. At the end of the seventeenth century it had four stations—Madras, Bombay, Fort St. David, and Fort St. William where Calcutta now stands.

13. The French East India Company began in a similar way, but it had not so great a success at the outset. In 1674 the small town of Pondicherry was founded. It was captured by the Dutch, but was restored in 1697. Throughout the seventeenth century France made but little headway in India. Her great success was reserved for the eighteenth century.

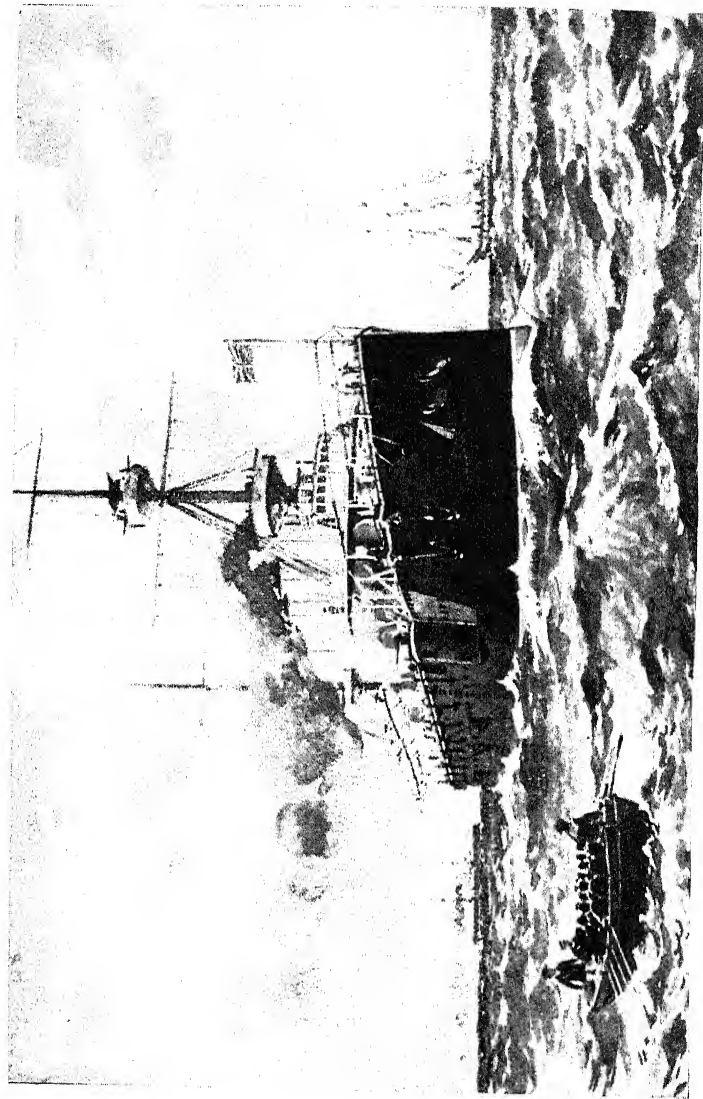
6. THE CENTURY OF FULFILMENT.

1. In the history of our empire the seventeenth century is a period of promise; the eighteenth century a time of fulfilment. At the beginning of the eighteenth century Greater Spain still survived, but was no longer capable of expanding; Greater Portugal had given way to Greater Holland, and Greater Holland in its turn had been overshadowed by Greater France.

2. As we already know, the two outstanding colonial powers at the beginning of the eighteenth century were France and Britain. The struggle soon began. It lasted for more than a century, and when the end came Greater France had been swallowed up by Greater Britain. She stood alone, as the only survivor of that group of empires which arose out of the contact of the western states of Europe with the New World.

3. The eighteenth century was but two years old when the War of the Spanish Succession broke out. It was caused by the refusal of Louis the Fourteenth to abide by certain agreements which were intended to prevent Spain and France becoming united under one king.

4. Had this happened there would have been a union of the Spanish and French dominions in America, and almost all the New World would have been closed to the British and Dutch, who were now in alliance. British expansion in America would have been prevented and British and Dutch trade with



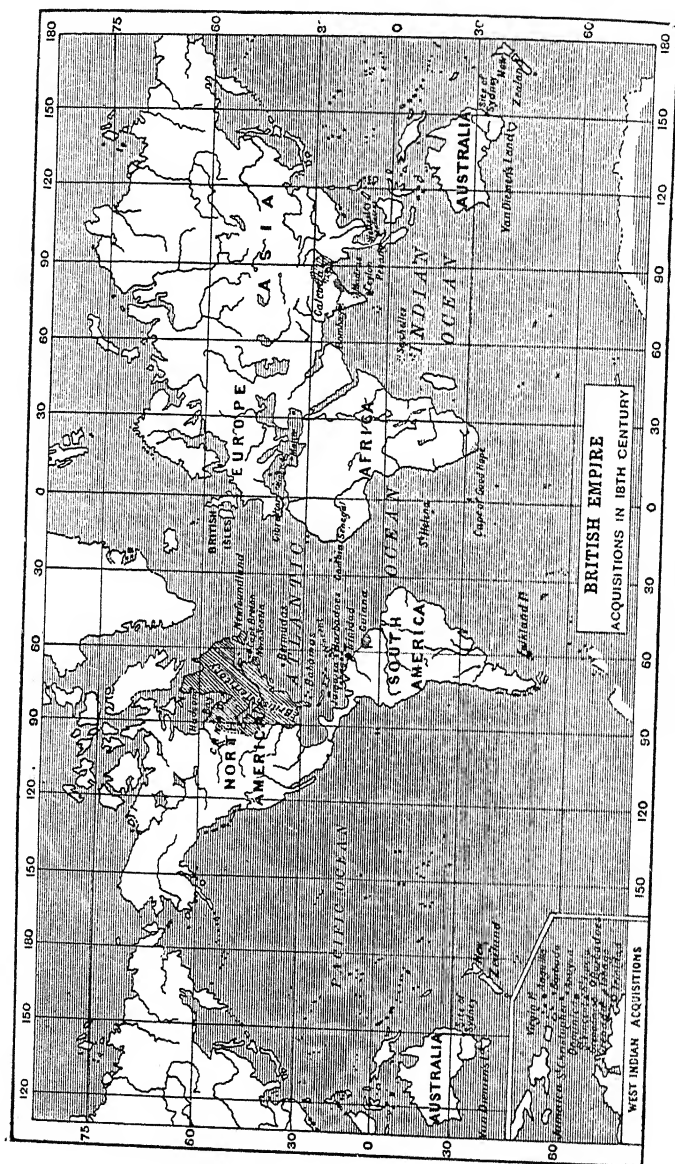
A CRUISER OF THE ROYAL NAVY.
"One of the upholders of Britain's naval supremacy."

the New World would have been sorely crippled if not altogether extinguished. While warfare in Europe was deciding who should succeed to the Spanish throne, it was really settling the question which power should be mistress of North America.

5. The war was waged on the continent of Europe, and Marlborough's genius secured the triumph of the British and Dutch. The Treaty of Utrecht, in 1713, ended the war; and this treaty is one of the greatest landmarks in the history of our expansion, for it indicates the beginning of British supremacy. Britain entered the race for empire after the defeat of the Armada; at Utrecht she won it. By this treaty she obtained Newfoundland, Hudson Bay, Acadia, Gibraltar, and Minorca, and thus became the first state, both by sea and by land, in the world.

6. A truce of twenty-seven years followed. Thenceforth the rivalry was between Britain on the one hand, and Spain and France, now united by a family compact, on the other. The united powers were bent on putting an end to Britain's naval supremacy and crushing her commercial greatness. The governors of the Spanish colonies were tyrannical and insolent to the British merchants carrying on trade with America, and a bitter feeling grew up which only wanted an excuse to break out into war. The excuse soon came, and Britain embarked on the great Continental wars which covered most of the century.

7. War began again in 1739, and was waged not only in Europe, but all over the world wherever the British and the French were in contact. It ended in



BRITISH POSSESSIONS SHADED.

100516

1748, and left things pretty much as they were. Each party in the struggle engaged to restore the conquests made during the war. But though the treaty was signed, and there was peace in Europe for eight years, there was no peace on the frontiers of the empire. Border warfare was always going on both in America and in India.

8. Now let us turn to the position of things in the East. At the beginning of the eighteenth century the Moguls dominated India, and the French and the British in the peninsula were mere traders. In 1707 the Mogul power fell to pieces, and India was splintered into little independent kingdoms. The land was given over to civil war; every nawab or governor quarrelled and fought with his neighbours. The feebleness of the rulers and the disturbed state of the country invited the European traders to conquest. Hitherto, they had been merely competitors for commerce; now, they were to become rivals for dominion.

9. Dupleix, the French governor of Pondicherry, was a man of great ambition, and he conceived the idea of founding a great French empire in the peninsula. He made two most important discoveries. First, he observed that the native armies could not stand against men disciplined in the European fashion; and secondly, he perceived that the natives could be brought under European discipline by European officers. Forthwith he began to enlist native soldiers, and to arm and drill them after the French fashion.

10. The British followed his example, and in the year 1748 raised their first army of sepoys. When-

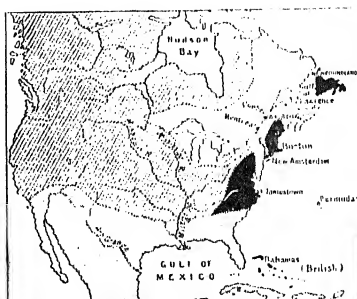
ever the French took one side in a native quarrel, the British took the other. India thus became as it were a chessboard, with the native princes as the pieces, and the British and French governors as the players.

11. At first the French were successful, but in 1751 Dupleix met his master in Robert Clive, the founder of our Indian empire. The Seven Years' War broke out in 1756, and in the next year the great battle of Plassey was fought, and Bengal was won. The French cause in the peninsula fell, never to rise again, and the British gradually acquired dominion over the whole peninsula.

12. The Seven Years' War was the outcome of colonial quarrels on the frontiers, both in America and in India. We have already seen its results in India; let us now follow the course of events in America. You will remember that after the discoveries of La Salle the French claimed all the continent west of the Alleghany Mountains. They now proceeded to connect Canada with Louisiana, at the mouth of the Mississippi, by a string of forts. They hoped by this means to shut out the British from the rich prairies of the west, and keep them cooped up in the narrow strip along the seaboard.

13. With the European section of the war we are not at present concerned. In 1758 Admiral Boscawen and the young General Wolfe seized Cape Breton Island and Louisburg, its strongly-fortified capital. Next year a determined attempt was made by General Wolfe to capture Quebec, the "key of New France." Seated on its rocky promontory it was well-nigh

impregnable; but Wolfe's men scaled the cliffs, and in 1759 completely defeated the French and seized the citadel. The young general perished on the field of battle, but he had won for us what is now our most valuable possession. The capture of Quebec was the death-blow to French dominion in America. By the Peace of Paris in 1763 the following territories were confirmed in the possession of Britain: Canada, New Brunswick, Nova Scotia, Cape Breton, Prince Edward Island, Florida, Senegal, Tobago, Dominica, St. Vincent, and Granada. Greater France had been swallowed up by Greater Britain.



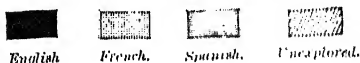
NORTH AMERICA IN 1661.



NORTH AMERICA IN 1722.



NORTH AMERICA IN 1763.



7. RECENT HISTORY OF THE EMPIRE.

1. So far the expansion of Britain had been continuous; slowly and surely she had grown greater and greater. In the eighteenth century the empire was to suffer a sudden and terrible shock, which seemed at the time to be the beginning of the end of Greater Britain. What was this shock? It was the revolt and secession of the thirteen colonies of America, almost the whole of the then colonial empire of Britain.

2. In an evil hour the home government levied taxes upon the American colonies, still regarding them in the light of mere foreign estates. The colonists sternly resisted, with the cry, "No taxation without representation." War broke out, and the British troops were defeated. The colonists cut themselves off from the mother country, and, calling their land the United States of America, began a career of independence. Britain had lost an empire, and she seemed to be ruined. Nevertheless, there is still a Greater Britain, which is more extensive than ever it was.

3. Canada refused to join the revolting colonies. She held fast to the empire, and now is the most flourishing part of Greater Britain. During the remainder of the eighteenth century the Cape of Good Hope was taken from the Dutch, Ceylon and Guiana became British, and numerous islands, including Trinidad and Malta, were acquired as prizes of war.

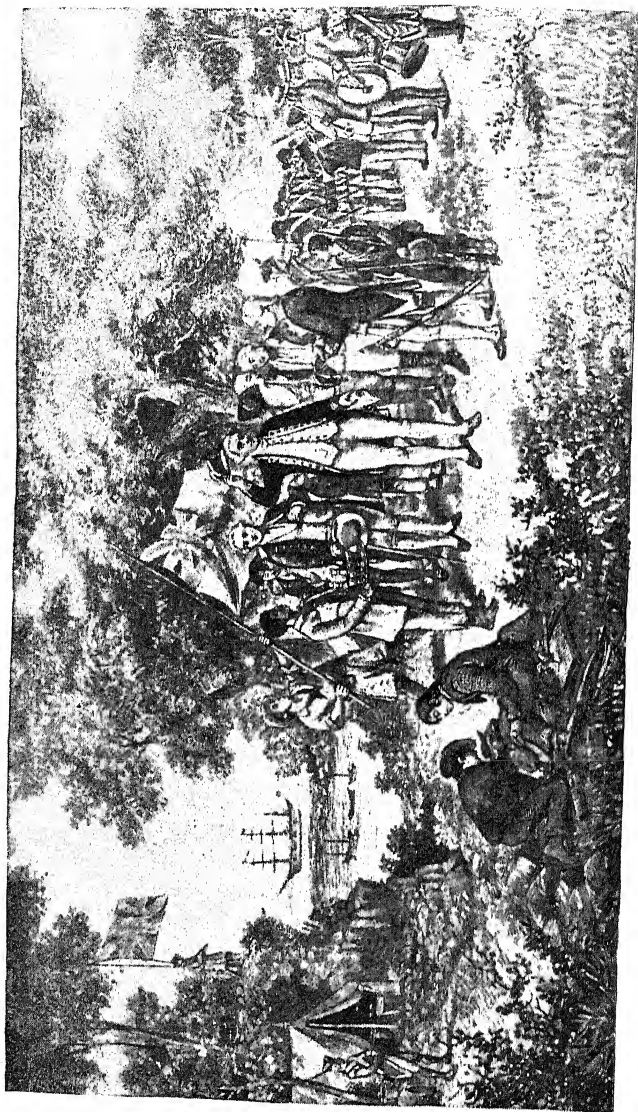
4. Five years before the colonies revolted Captain Cook discovered the great southern lands of New Zealand and Australia. At once the empire received a

vast accession of territory which in the future will become the home of a powerful and progressive nation.

5. The great colonial features of the nineteenth century are threefold: first, the settlement and development of countries already acquired; secondly, the setting up of self-government in those colonies that have become the permanent home of white men; and thirdly, the opening up and acquisition of African territory by European powers.

6. Canada, for example, has extended westward across the Rocky Mountains to the shores of the Pacific, and northward to the barren regions that fringe the Arctic Ocean. She is crossed from sea to sea by railways, and has become the vastest wheat-field of the empire. Her population numbers more than seven millions. She has formed a great union of states known as the Dominion of Canada, and she enjoys a system of government as full and free as that at home. Each state of the Dominion has its own parliament, consisting chiefly or entirely of elected members; and there is also a Dominion Parliament, in which all the states are duly represented.

7. New South Wales, the mother-colony of Australia, was founded in 1788 as a convict settlement, and for many years her progress was painfully slow. The coasts were gradually explored, and then the interior was slowly opened up; the sheep industry took root, and after 1840, when transportation ceased, free settlers sailed for the south seas in large numbers. The population of Australia is now nearly four and a half millions.



CAPTAIN COOK TAKING POSSESSION OF NEW SOUTH WALES, 1775.
(From a picture by T. A. Gillman.)

8. By separation from New South Wales the various states grew up, and about 1840 several of them received complete rights of self-government. The discovery of gold brought a great rush of diggers to Australia, and gold is still an important product. Much more important, however, is its trade in wool, frozen mutton, and wine. The federation of Canada had its counterpart in Australia in the year 1900, when the six states combined into the Commonwealth of Australia.

9. The twin islands of New Zealand were not settled until 1839. Next year the natives agreed to accept British rule; but three years later, as the result of disputes about land sales, they revolted, and wars disturbed the land until 1869. From that year to the present time New Zealand has enjoyed uninterrupted peace. Her system of self-government was granted in 1852, and thirty-two years later native representatives were admitted to the Legislature. New Zealand has a population exceeding a million.

10. British dominion in India, though checked by the mutiny of the sepoy in 1857, has grown continuously. After the Mutiny the East India Company ceased to exist. Its powers were taken over by the Crown, and in 1876 Queen Victoria became Empress of India. Many native states still remain, but their rulers are all under British control, and they are all vassals of the Emperor. Burma has been annexed, and the Malay Peninsula is now subject to Britain. In all, our Indian empire contains three

hundred and fifteen millions of inhabitants, or about one-fifth of the world's population.

11. Africa has been the great field of European expansion in the nineteenth century. With the exception of two countries in the north, the whole of Africa is now possessed by the following European nations: Britain, France, Germany, Italy, Portugal, Spain, and Belgium. Next to Portugal, Britain has been longest in the field. She first seized the Cape of Good Hope in 1795. It was restored to the Dutch seven years later, but was recaptured in 1806.

12. The hostility of the natives and of the Dutch settlers or Boers has made the story of South Africa a very stormy one indeed. The first large influx of settlers was in 1817; there was another three years later, and since then there have been four parties in the state—the Dutch, the British, the natives, and the imperial government. Rarely have they all been of one mind, and often they have been at daggers drawn.

13. Severe native wars have been waged, and on several occasions the Dutch have tried to leave British territory altogether. Several times they have been brought back under British rule, either freely or by force. Cape of Good Hope received self-government in 1854, and three years later Natal was annexed in order to head off a Dutch migration. It received rights of self-government in 1893.

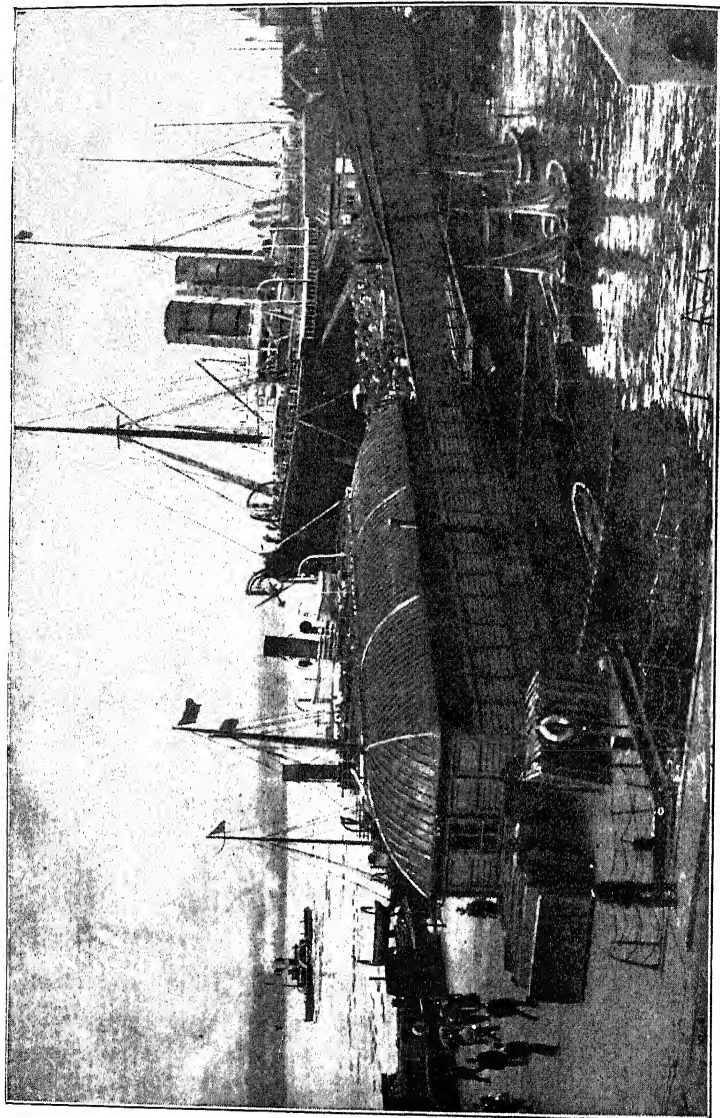
14. The Orange Free State and the Transvaal were originally established as Dutch republics. They

were brought under British sovereignty, but allowed to go their own way again until the Boer War of 1899-1902, when they were added to the empire. The Union of South Africa covers nearly half a million of square miles, and has a population of about six millions, black and white.

15. The remainder of our territory in Africa has been acquired in quite recent years—in fact, since the great journey made by H. M. Stanley through the Dark Continent. The “great scramble for Africa” began in 1886, and now the partition of the continent may be said to be complete. Our share of Africa extends to over two millions of square miles.

16. Much of our colonial expansion in the nineteenth century has been for military reasons, in order to safeguard what we already possess. For example, we have been forced to extend India in order to secure it from encroachment or attack by neighbouring powers. We became mistress of Egypt because it commands the road to India by way of the Suez Canal. Further, we were led to the conquest of the Sudan in order to ensure a water-supply for Egypt. Finally, the annexation of Rhodesia and the conquest of the Boer republics may be traced to a desire for the security of British dominion at the Cape.

17. Now that we know something of how the empire was won, let us visit each part of it, and study its geography in detail. We will first visit the empire of the West, then that of the East; next we will turn to our African empire, and conclude with a survey of the empire of the South.



AN ATLANTIC LINER AT THE LIVERPOOL LANDING-STAGE.

THE EMPIRE OF THE WEST.

8. FROM LIVERPOOL TO QUEBEC.

1. If we make a voyage from Liverpool to New York, we shall traverse the busiest sea road in the whole world. The train whirls us to the Riverside Station at Liverpool; and fifty yards away we see the leviathan in which we are to sail, towering above the sheds on the great landing-stage. She has already taken in her cargo at the docks, and now only awaits the arrival of her passengers.

2. All is bustle and excitement. The luggage is hurried on board; the passengers are seeking their berths, or are saying a last few words to the friends who have come to bid them good-bye. The bells ring for visitors to leave the ship, the siren booms, the great hawsers are cast off; there is a tinkle in the engine-room, and the screw slowly begins to revolve. Then, amidst the waving of handkerchiefs and the cheers of the crowd, the stately steamer moves off easily and gracefully on her long ocean voyage.

3. Passing New Brighton, with its gay sands, its Eiffel Tower, its pier, and its lighthouse, our vessel soon crosses the bar, and steers for Carnsore Point, on the south-eastern coast of Ireland. Then she skirts the southern shores of the Emerald Isle until she reaches Cork Harbour, where her engines are stopped. The mails are taken on board, and now the voyage really commences. "Full steam ahead" is the order, and on we speed, "unbasting, unresting" for five days.

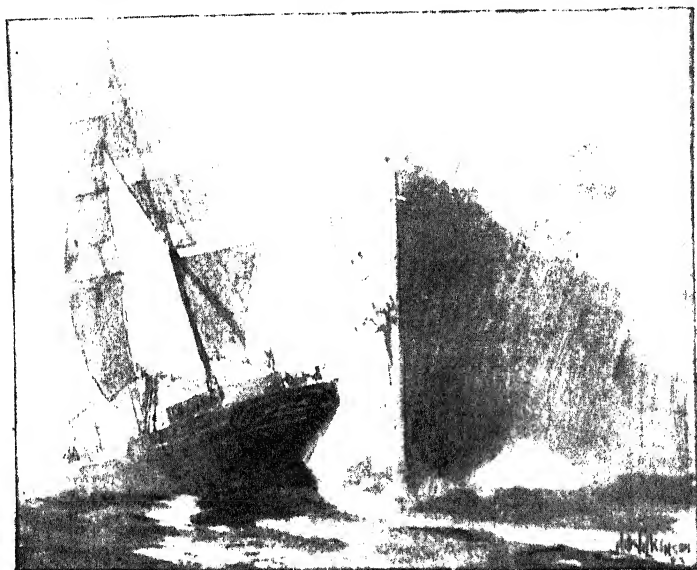
4. Ships bound for the Canadian ports pass out of the Mersey, or the Clyde, and skirt the northern shores of Ireland, pausing at Moville, on Lough Foyle, to embark their mails. One of the most important lines of Canadian steamers is the Allan Line, which was started in 1852, with the assistance of the Canadian Government. During winter the St. Lawrence ports of Quebec and Montreal are closed by ice, and communication is then kept up through Halifax, St. John, Portland, Boston, and New York.

5. In six or seven days after leaving Moville we find ourselves approaching the island of Newfoundland. Dense fogs begin to beset us, and from time to time we see great icebergs floating on the waves like the castles of fairyland. Now we find ourselves heading for the Strait of Belle Isle, which lies between the extreme north of Newfoundland and the dreary shores of Labrador. We run into a bank of fog, and all round us we hear the hoarse sound of fog-horns.

6. Presently the fog lifts a little, and a dozen ships are seen close together making for the narrow channel, while a score of icebergs, large and small, are looming through the mist. Some parts of the Newfoundland coast are lined with wrecks, which are a grim warning to the mariner who does not exercise the greatest caution.

7. The Strait of Belle Isle is very narrow; the currents near the coast are strong and variable, and the shore is lined with cruel rocks. We are safely through at last, and now are entering the mouth of

the Gulf of St. Lawrence. We skirt the bleak and barren shore, but there is little of interest to be seen until we sight the cigar-shaped island of Anticosti. Nor is this attractive; for the island is but a barren rock, with no good harbours, and but few inhabitants. It has lately been purchased from the Canadian Government by a Frenchman.



PERILS OF THE FOG.

8. We now reach Rimouski, on the shore of the St. Lawrence. Here the Canadian mails are landed, and are hurried to Quebec by train. The river has now narrowed to a width of only twenty or thirty miles, and we sail so close to the southern shore that we get a good idea of the appearance of the country.

9. Both on the northern and the southern bank, for two hundred miles below Quebec, there is a fringe of little settlements scattered along a barren, rocky shore. Behind these are rolling wooded hills and forests. The settlements are quaint little villages, in which the most conspicuous object is the wooden church, with its glistening spire. The French Canadians are all Roman Catholics.

10. In these villages live the *habitants*, a quiet, simple people, of no great ambition, content if they can make enough during the summer to keep their families through the bleak and lonely winter. Their fields are poor; but they love their country so much that the fertile lands of the west do not tempt them away from their old homes.

11. They all speak French—not the language spoken in France to-day, but a dialect of their own, said to be very like the French of the sixteenth century, mixed with many words adopted from English. A French Canadian can readily understand the language spoken in France to-day, but his own tongue would hardly be understood by a Parisian.

12. These quaint French villages and their simple inhabitants have attracted holiday-makers to the lower St. Lawrence. Many of the little settlements have been turned into seaside places, where hotels and country houses afford accommodation for summer visitors.

13. Our steamer sails steadily on, and after more than eight hundred miles' steaming from Belle Isle we sight Quebec, the centre of that New France which has happily become a new Britain.



OTTAWA, THE CAPITAL OF THE DOMINION.

9. THE GREAT DOMINION.—I.

1. North America is divided into ten countries, and seven of these are small states lying within the narrow isthmus that separates the Caribbean Sea from the Pacific Ocean. Stretching northward from these states to the river Rio Grande del Norte is the republic of Mexico. Thence to the forty-ninth parallel of latitude and the great lakes lies the United States of America.

2. Except Newfoundland, which is a separate British colony, and Alaska, which belongs to the United States, the whole of America north of the United States is included in the great Dominion of Canada. It occupies nearly half of the North American continent, or an area of one-third of the British Empire. It is nearly as large as the whole of Europe; it would easily contain the whole of Australia, and might be carved into thirty United Kingdoms.

3. This tract of country is as varied in surface as it is vast in extent. Canada has thousands of miles of dense forest, where some of the finest trees in the world are to be found; thousands of miles of rich wheat land, yielding a very large number of bushels to the acre; and thousands of miles of grass land, where millions of cattle graze as they will. Nor is this all: Canada is as rich below ground as she is above, and from petroleum to iron, from nickel to gold, there is scarcely a mineral which she does not produce in abundance.

4. We already know something of the early history of this country—how the French colonies of Canada and Acadia were founded, and how the whole of New France passed under British rule after the capture of Quebec in 1759. Out of Canada were formed the separate British colonies of Upper and Lower Canada, while Acadia was divided into Nova Scotia, New Brunswick, and Prince Edward Island.

5. The government of Upper and Lower Canada proved a source of great difficulty for many years after the conquest. Rebellions broke out in each province, and when they were put down, the experiment was tried of uniting the two colonies into one. This new plan also proved a failure, and it was not till 1867 that a really satisfactory form of government was established.

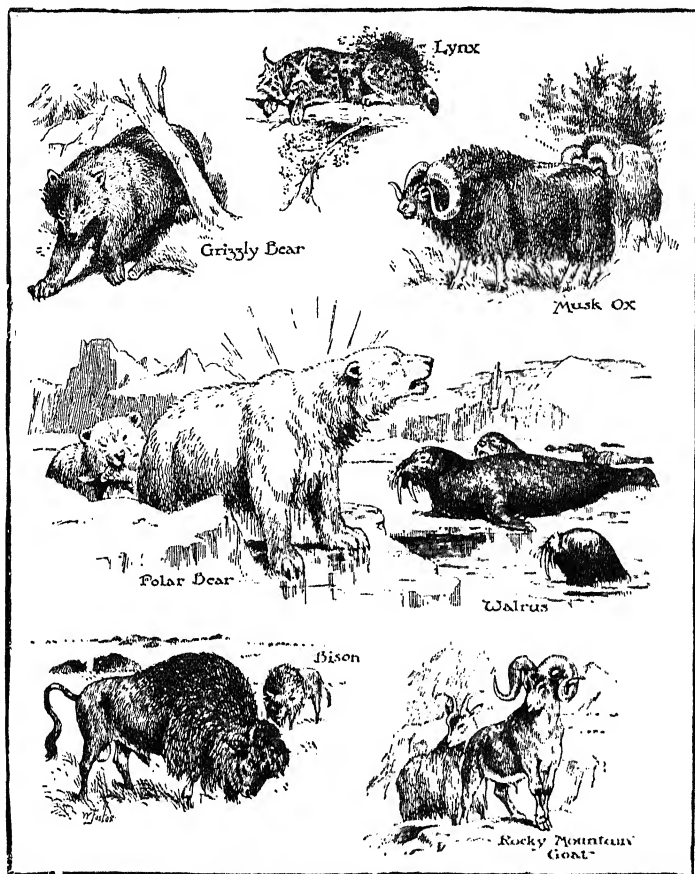
6. In that year Upper and Lower Canada, thenceforth known as Ontario and Quebec, united with Nova Scotia and New Brunswick in forming the Dominion of Canada. A central parliament was formed to make laws for the Dominion as a whole, and each province elected its own parliament to deal with its own special affairs.

7. The Dominion of Canada has extended greatly during its short but successful career. Within a few years of its formation the North-West Territories were purchased from the Hudson's Bay Company, and from these great hunting lands new provinces—Manitoba, Saskatchewan, and Alberta—have been carved out. In the next year the Pacific province of British Columbia was admitted to the Dominion, and two years

later Prince Edward Island became a member. Thus the Dominion spread from the Atlantic to the Pacific, and from the United States to the Arctic Ocean. This vast area is divided into nine separate provinces and the North-West Territories and Yukon Territory.

8. We shall not attempt to describe these eleven political divisions separately, for we can obtain a much better idea of Canada if we divide it into five natural regions. The first of these, the Northern Lands, includes the frozen north within the Arctic Circle, the barren stretches of the Central Plain, and the peninsula of Labrador. Lichens, mosses, and stunted shrubs are the only vegetation of this wide waste. Eskimos and Indians are its only inhabitants; herding reindeer and trapping fur-bearing animals are their sole occupations.

9. The little-known north coast fronts an ice-clogged sea, in which Arctic explorers have laboured and suffered and died in the useless attempt to discover an open sea route to Asia. The great natural feature of these northern lands is the vast inland sea of Hudson Bay, so named after the heroic Dutch sailor who explored and perished in it. This bay gave its name to the Hudson's Bay Company, which established its forts or factories at wide intervals over the immense region, and carried on a great trade in furs with the Indians. For more than two hundred years the great company was all-powerful in this region. Its glory, however, has now departed, but it still plays a large part in the development of the Canadian North-West.



WILD ANIMALS OF THE DOMINION.

10. THE GREAT DOMINION.—II.

1. At present these vast Northern Lands are empty waste spaces. They comprise the following political divisions: Mackenzie, Keewatin, Ungava, Franklin, and Yukon. Mackenzie, so named from the great

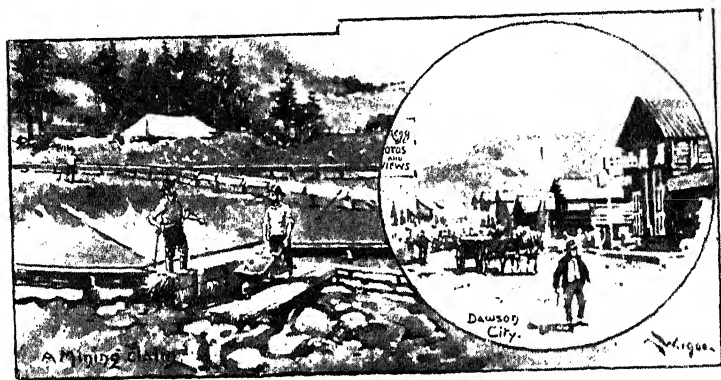
river flowing through it, has extensive forests of spruce, hemlock, pine, and birch in the south; and here we find one of the last great fur preserves in the world. From this forest region to the Arctic Ocean is a vast tundra. Mackenzie is said to be rich in coal, copper, and other minerals.

2. To the east of Mackenzie is Keewatin, which extends along the whole western shore of Hudson Bay to the extreme north of the continent. The country is rugged, and abounds in rivers and lakes; the climate varies with the latitude, but the winters are long and very severe. Its resources at present are confined to the fur-bearing animals of its forests. Iron, however, is said to be abundant.

3. Ungava, which comprises all the peninsula of Labrador except a narrow coast strip, is similar in character to Keewatin. Franklin designates the frozen, solitary islands lying in the Arctic Ocean to the north of the continent.

4. West of Mackenzie is the district of Yukon, which is drained by a multitude of streams, all tributary to the Yukon River. On the banks of this river, in an angle between British Columbia and the United States territory of Alaska, lies the Klondike, which was discovered in 1889, and proved to be a very rich "placer" gold-field. The usual route to the Yukon is by steamer to Skagway, at the head of Lynn Canal; thence by railway, lake, and river to Dawson City, the chief town in the district. The climate is very severe, the year consisting of a long, cold winter and a short summer.

5. The eastern division embraces the shores of the Gulf of St. Lawrence and the maritime provinces. We already know that the islands and peninsulas in the estuary of the St. Lawrence are rocky and barren, but New Brunswick and Nova Scotia contain much fine agricultural land. Prince Edward Island, the third and smallest of the maritime provinces, is so fertile that it is sometimes called the Garden of Canada. The large island of Newfoundland, at the entrance



to the St. Lawrence, does not belong to the Dominion, but it may conveniently be included in this division.

6. The third region—the basin of the St. Lawrence River and the great lakes—embraces the richest part of the provinces of Quebec and Ontario. It is filled with smiling cornfields, fruitful orchards, and thriving farms. Most of the cities and large towns of Canada are in this region, and here the Canadian manufactures are largely carried on. The waterway of the St. Lawrence makes these provinces the outlet for much of the produce of the interior.

7. Nearly the whole of Ontario, Quebec, and the maritime provinces was once covered with a dense forest, and the broad acres now under cultivation have been cleared by slow, hard work. There is still much forest in all these provinces, but wherever good waterways are found all the large timber has been cut down, and nothing is left but small trees such as the maple and the birch, with an undergrowth of shrubs and bushes.

8. Of the two remaining divisions—the Canadian portion of the great plain lying between the great



lakes and the Rocky Mountains, and British Columbia—little need be said. The former is mainly prairie, and contains millions of acres of the finest wheat-fields and pastures; the latter is full of the wealth of the Western Highlands. In variety of products it is perhaps the richest of all the Canadian provinces, its mineral wealth being especially great. Neither of these tracts is as yet thickly populated, but a constant stream of settlers is quickly filling up the districts to the east of the Rockies, and they bid fair to become the greatest wheat-growing regions of the world.

11. THE RIVER ST. LAWRENCE.

1. Canada, as we have learned, is remarkable for its system of waterways. No other land on the face of the globe is blessed with such a network of navigable waters. It is possible for a person to travel almost entirely by water from the Atlantic to the foot of the Rocky Mountains, and thence to the Arctic Ocean. Crossing the Rockies, the voyager could launch his bark on the waters of the Fraser River, and float fourteen hundred miles down stream to the Pacific Ocean.

2. In describing these waterways, we shall give most of our attention to the St. Lawrence system, which, in its vast stream, its tributaries, and its lakes, contains more than one-half of all the fresh water on the globe. It begins life as the small river St. Louis, which rises in the high ground to the west of Lake Superior, and soon flows into that great inland sea.

3. Well named is the lake, for it is the largest of all the fresh-water basins in the world. Its area is nearly equal to that of Ireland, and a fast steamer takes no less than twenty hours to cross it from end to end. For the greater part of the voyage the traveller is out of sight of land. The water of the lake is very pure and transparent, and it never freezes except along the shore. In the autumn frightful storms break over the lake, and raise waves which are sometimes twenty feet in height.

4. Lake Superior is twenty feet higher than Lake

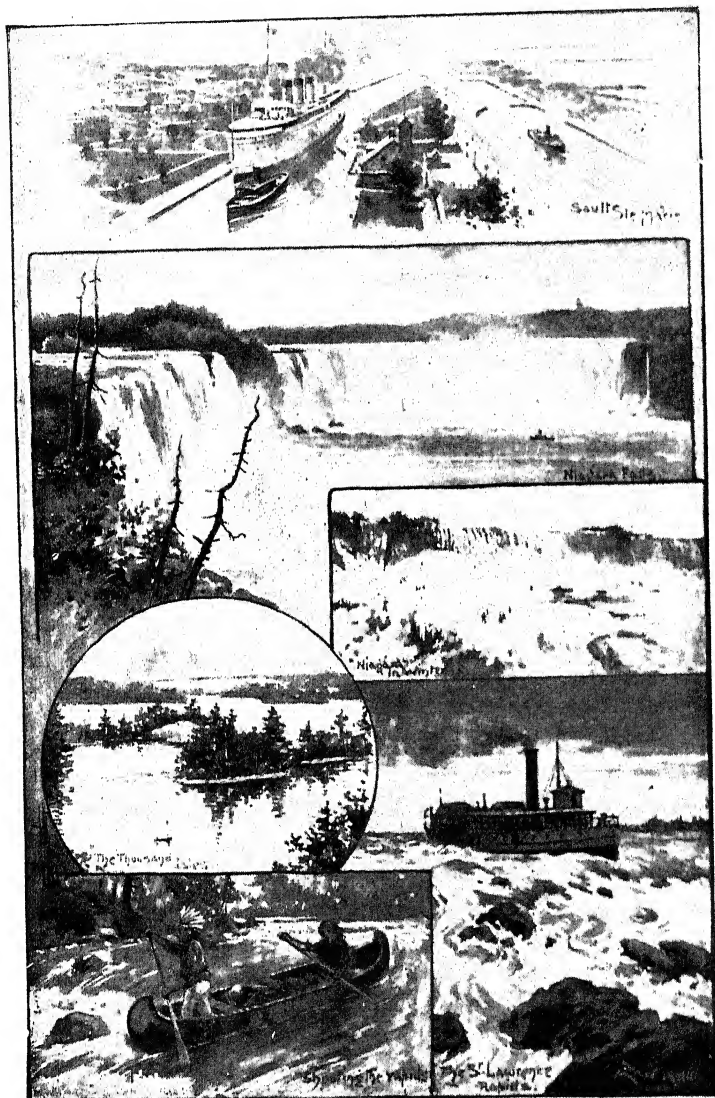
Huron; and the winding St. Mary's River, which connects them, is beset with rapids which make navigation impossible. To avoid this difficulty, canals and locks have been made from Lake Superior to Lake Huron. The finest of the locks are at Sault* St. Marie, and more traffic passes through them than through the Suez Canal.

5. Between Lake Huron and Lake St. Clair the St. Lawrence is known as the St. Clair River, and between Lake St. Clair and Lake Erie it is called the Detroit. Leaving Lake Erie, the river is known as the Niagara. At first this stream flows quietly through a broad, level channel; but after a few miles the bed of the stream begins to slope downwards, forming rapids in which the river boils in fury and tears along at railroad speed.

6. Then the broken stream gathers itself for a torrent-like rush. Just below the rapids the water, green and transparent like glass, launches itself into space, and with a headlong dash leaps over a precipice a hundred and sixty feet high into the boiling gulf below. The awful roar of the falling water has won for it the Indian name of Niagara, or "thunder of waters."

7. At the head of the fall a wooded island divides the torrent into two parts—the American Fall, which is straight; and the Horseshoe Fall, so called because its cliff is curved like a horseshoe. The latter, which is the finer of the two falls, is on the northern side; and the beautiful rainbows, produced by the sunlight

* Pronounced *soo*.



SCENES ON THE ST. LAWRENCE.

playing on the clouds of rising spray, are seen at their best from the Canadian shore.

8. Fifteen million cubic feet of water dash over the precipice every minute. Yet, terrible as is the fall of such a vast body of water on the pool below, a powerful little steamer is able to sail sufficiently near to the falls to give its passengers a splendid view of them. Clad in oilskins, visitors may even walk under the Horseshoe Fall and view the wonderful sheet of falling water from the rear.

9. In winter, Niagara has a new wonder to show. Huge masses of ice are swept down by the current, and these, after swirling about in the whirlpool below the fall, are caught and held captive where the river narrows. Here they soon freeze together, and form an ice bridge from shore to shore. As the visitor walks or drives across this ice bridge, he can peer down through the cracks and see the river swirling past, some thirty or forty feet below. The spray, too, is caught by the frost, and long before the winter ends a hill of ice eighty feet high has been formed.

10. Below the falls there are more rapids, through which the river dashes and foams at a furious rate, leaping in blinding spray or eddying in deadly whirlpools. The great power of this moving water is not altogether wasted. Niagara turns many water-wheels which produce electricity for use in the neighbouring cities.

11. The river tosses its foaming waters into Lake Ontario, which contracts, just below Kingston into

the funnel-shaped head of the St. Lawrence. In this part of its course the river is strewn with hundreds and hundreds of beautiful islets.

12. The Thousand Isles, as they are called, form a perfect fairyland, and in summer they are the haunt of holiday-makers, who flock to them for yachting and fishing. Between the Thousand Isles and the city of Montreal is a series of rapids, which may be avoided by means of canals, but which are generally faced by steamers on the seaward trip. "Shooting" these rapids is an exciting experience, though in large steamers there is no special danger.

13. Gradually broadening, the river flows on towards the Atlantic, which is even now six hundred miles away. "To an Englishman or a Frenchman, the Severn or the Thames, the Seine or the Rhone, would appear to be a large stream; but in the Ottawa, a mere feeder of the St. Lawrence—a feeder, moreover, which reaches the parent stream six hundred miles from its mouth—we have a river nearly five hundred and fifty miles long, and four times as big as any of the European rivers just mentioned." The St. Lawrence is the ninth longest river in the world; its drainage area extends to half a million square miles.

14. We cannot stay to describe the courses of the fifty or a hundred other great rivers, which join one another in a bewildering and almost unending network throughout the whole Dominion. Away from the railways the rivers form the great highways of trade and travel.

12. NEWFOUNDLAND AND THE GRAND BANKS.

1. Our oldest colony, Newfoundland, is a large three-cornered island lying across the mouth of the Gulf of St. Lawrence. In 1497, as far back as the reign of Henry the Seventh, it was discovered by John Cabot. Possibly even before that date the island may have been visited by French fishermen; but all that is known with certainty is, that shortly after Cabot's voyage these hardy toilers of the sea crossed the stormy Atlantic to fish near the shores of Newfoundland. Their annual visits have continued from that day to this.

2. Though Newfoundland was discovered by a British sailor at an early date, it was long before a British colony was planted in the island. The French claimed the island as part of Canada, but in 1713 it was yielded to Britain. The French, however, retained the right to land and dry fish along what is called "the French shore," on the northern and western coasts. These French rights have been a great source of dispute, and have hindered the settlement of this part of the country. Happily, the French and British Governments have come to an agreement on the question, and all difficulties have been removed.

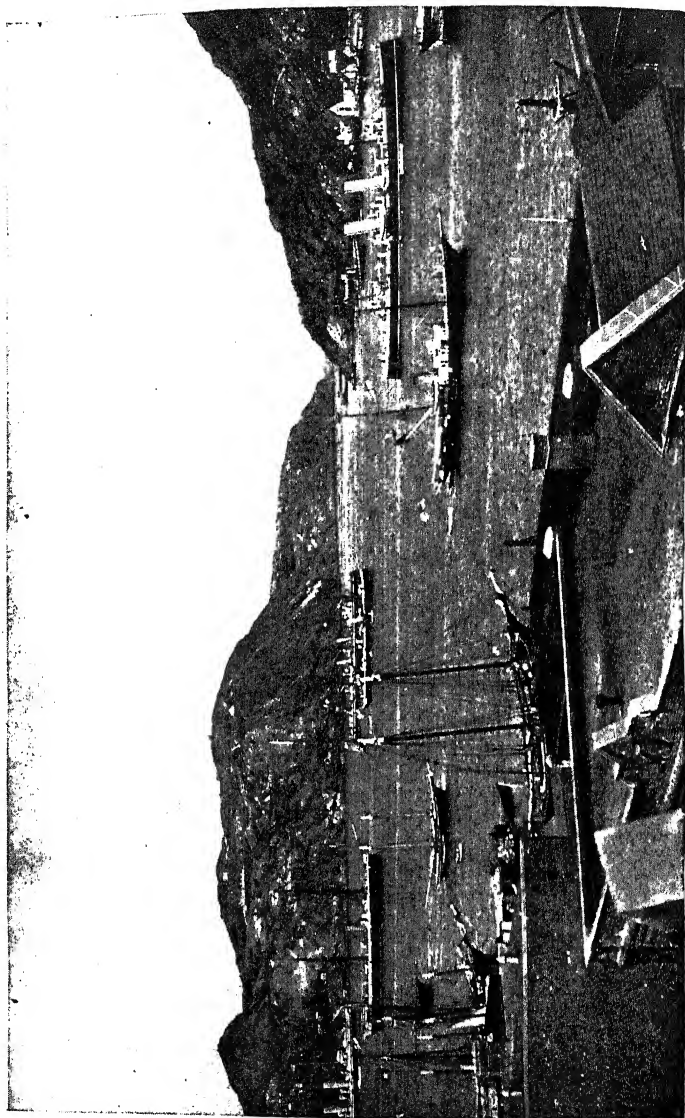
3. The island, which is somewhat larger than Ireland, has its eastern shores deeply indented, and fringed with rocky islets, very much like the coast of Norway. Though the country has not been fully explored, it is known that one-third of the interior

consists of lakes. A mountain range crosses the island, and there are several important rivers.

4. In the river valleys, at the head of the fiords, and on the borders of the lakes the country is very heavily timbered. The lumber industry is now very important, some sixty million feet of timber having been cut in 1903. Parts of the island are rich in minerals, such as gold, copper, coal, iron, and other metals. Recently slate-quarrying, copper and iron mining have largely increased. There are also districts well suited for farming and cattle-rearing. The settlements are all on the eastern and southern coasts.

5. The capital of the island is St. John's, at the head of a fine landlocked harbour on the east side of the peninsula of Avalon. It is a great fishery centre, and has been nicknamed the "fish city." The title is well deserved, for fishing, fish-curing, and cod-liver oil making occupy most of the people in the place. In the palmy days of Arctic whaling St. John's was the port where the whalers fitted out for their cruises. Whaling, however, is not now an industry of any great importance.

6. St. John's may become a very important seaport in the future. It is nearer Europe than any other port in America, being only 1,675 miles from Cape Clear, on the west coast of Ireland. It has often been suggested that a fast line of steamships from Great Britain should be established to this port. Such a line, with the railway which now exists across Newfoundland, and a packet service to the



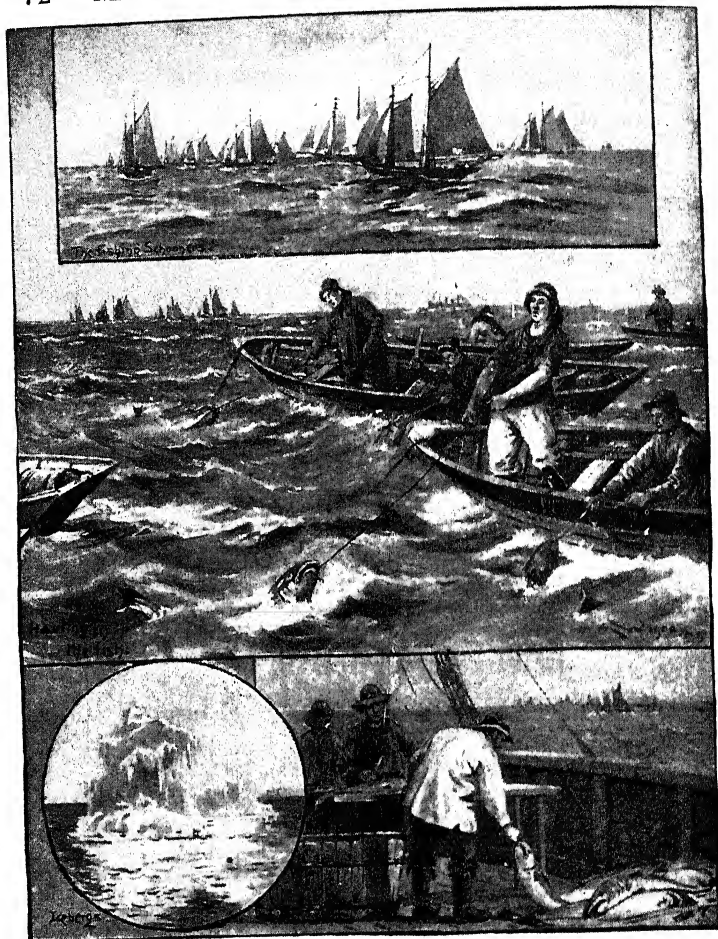
ST. JOHN'S, NEWFOUNDLAND.

mainland, would form the shortest link between the Old World and the New. The Atlantic Cable comes ashore in Heart's Content Harbour, on the south coast of Trinity Bay.

7. The Grand Banks, a huge shoal some fifty miles from the eastern shore of Newfoundland, are supposed to have been formed in the following way :—Off the coast of Newfoundland the warm Gulf Stream meets a cold current, which flows southward along the coast of Labrador, and brings down numerous icebergs from the Arctic Ocean. The warm water of the Gulf Stream melts the ice; the stones and mud which were frozen into it sink to the bottom of the sea.

8. Thus, the Banks have been formed of material carried southward by icebergs from Arctic lands through long ages. The fogs which prevail upon the coast of Newfoundland are accounted for in a similar way. The warm air above the Gulf Stream, meeting the cooler air above the Labrador current, gives up some of its moisture in the form of vapour or fog.

9. The waters which cover this submarine plateau form the greatest fishing-ground for cod in the world, and here gather the ships of many nations, to reap the harvest of the sea. Hundreds of little schooners, most of them manned by the bold and well-trained sailors of Newfoundland, hover about the Banks in fog and sunshine until their holds are filled with cleaned and salted fish. Then up goes the anchor, and the little vessels head for shore, where the fish are dried in the sun on stages, and are then exported to the Old World.



FISHING ON THE GRAND BANKS.

10. Over eighty per cent. of the exports of Newfoundland consist of the products of the fisheries, such as dried codfish, cod-liver oil, seal skins, seal oil, tinned lobsters, and pickled herring.

13. THE MARITIME PROVINCES.—I.

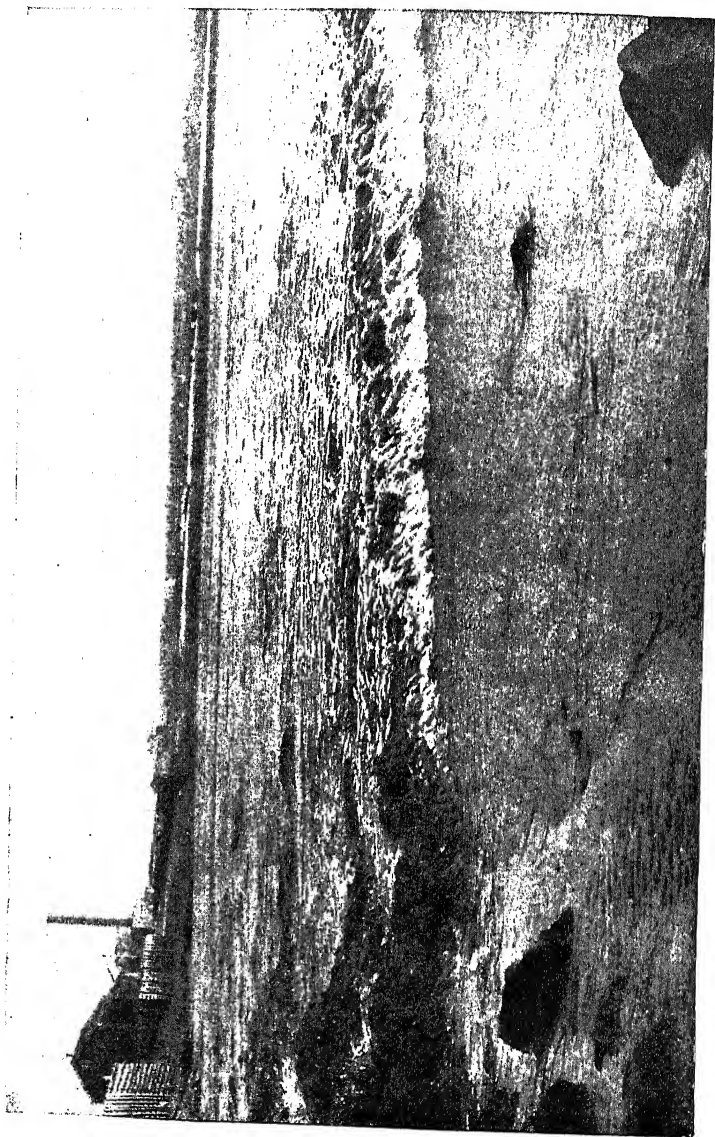
1. Nova Scotia, New Brunswick, and Prince Edward Island, the maritime provinces of Canada, form a group by themselves to the south of the Gulf of St. Lawrence. Their shores are washed by the Atlantic Ocean and by one of its long arms, called the Bay of Fundy, which almost cuts off Nova Scotia from New Brunswick.

2. Nova Scotia and New Brunswick are only united by the narrow isthmus of Chignecto, sixteen miles wide. The funnel-shaped Bay of Fundy, between them, is celebrated for its high tide, which rushes in so fast that a great bore, thirty or forty feet high, is formed. This rolling tidal wave is a source of great danger to boats and small vessels.

3. The maritime provinces are of great historical interest. They were formed, as we know, out of the French colony of Acadia, and traces of the former French occupation are still found in the large French-speaking population, and in the ruins of French forts. Of these, Louisburg, in Cape Breton, was the strongest fortress in New France.

4. It was captured by the British in 1758, mainly owing to the skill of Wolfe, afterwards the conqueror of Quebec. Besides Louisburg, there were many small forts in Acadia, and the remains of these are still to be seen near the isthmus of Chignecto and in other places.

5. On the Bay of Fundy stands the old town of Annapolis, built upon the spot where the earliest



THE TIDAL BORE OF THE PETTODDIAC, A RIVER RUNNING INTO THE BAY OF FUNDY.

French settlers in America made their home. After the conquest of Canada it was the scene of a sad incident—the exile of all the French colonists for their share in plots against their new rulers.

6. These French colonists, or Acadians as they were called, had been well treated by the British. The free exercise of their religion was granted to them, and they were interfered with as little as possible. But the French had not lost the hope of recovering the country, and their agents used every opportunity to embitter the minds of the poor, ignorant peasants. They even went so far as to incite Indian attacks on the British settlements, and to stir up, at last, open rebellion. Had a French fleet appeared at this time, the Acadians would have warmly welcomed it and eagerly assisted it. For this and for other good and sufficient reasons the authorities at Halifax became alarmed, and decided to expel the Acadians altogether.

7. This measure was no doubt a harsh one, but it was only carried out in self-defence, and after every means had been tried in vain to make the Acadians loyal and contented. Sad scenes there were, of course; for the poor peasants loved their homes, and the prospect of exile was terrible to them. The British, however, carried out the expulsion with patience, forbearance, and even kindness.

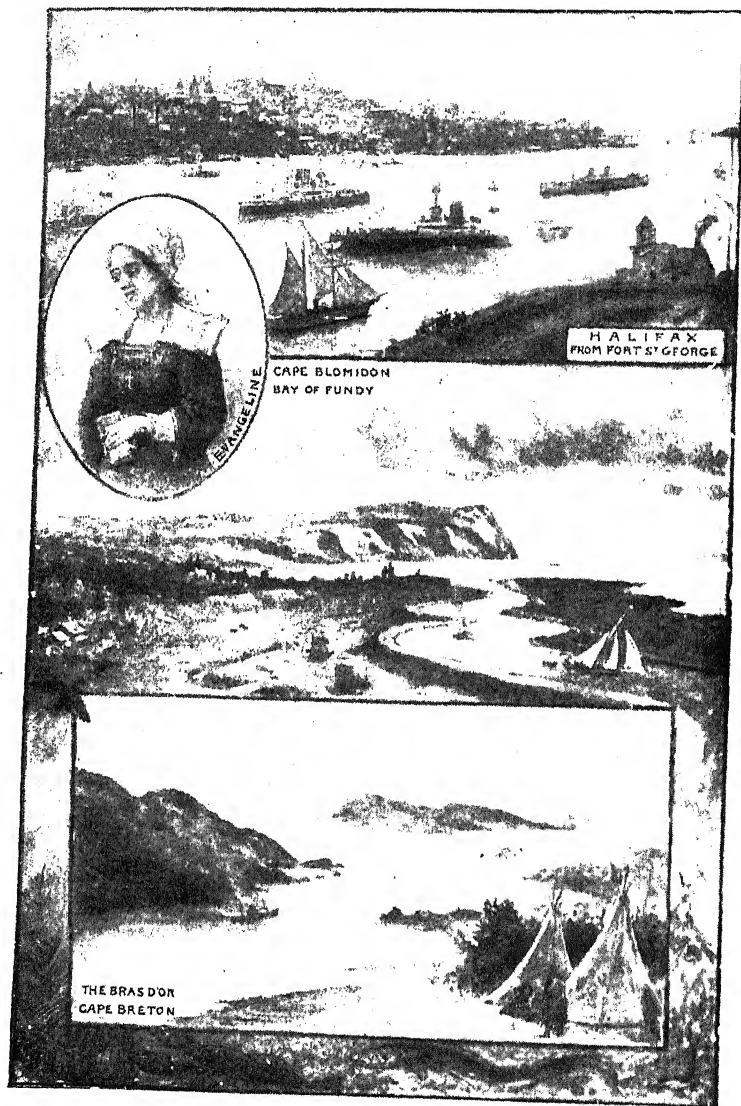
8. Many of the people of the maritime provinces pride themselves upon their descent from what are called the United Empire Loyalists. When our great quarrel with the American colonists came to an end,

and the United States became a separate nation, thirty-five thousand men who still wished to be Britons left the States to seek new homes in Ontario, Nova Scotia, and New Brunswick.

9. St. John was founded in a day, as a city of five thousand souls. "Why did you come here?" one of those early settlers was asked—"why did you and your fellows come here, when you knew that every kind of hardship awaited you?"—"Why did we come?" repeated the stranger, with tears in his eyes. "For our loyalty!"

10. From their geographical position, the maritime provinces are somewhat cut off from the rest of Canada. It was part of the agreement when they entered the Dominion that a government railway should connect Halifax and St. John with Quebec. The Intercolonial Railway was accordingly built by the Canadian Government. It runs northwards through the whole length of New Brunswick till it reaches the St. Lawrence River at Rimouski, the landing-place for the Canadian mails; then it follows the southern shore of the St. Lawrence to Quebec and on to Montreal.

11. Another railway connection with the rest of the Dominion has been made by the construction of a Canadian Pacific Railway line to Montreal through the State of Maine. A journey by one of these railways gives the traveller a good idea of the maritime provinces. The train passes through hundreds of miles of typical Canadian forest, where the lumberman has cleared away the larger trees, and left only



SCENES IN NOVA SCOTIA AND CAPE BRETON.

the smaller wood and the saplings. The growth of hundreds of years having been swept away, nature is slowly raising a new forest in its place. Meanwhile such Canadian woodland as we are now describing is a jumble of stunted trees, brushwood, rocks, and forest lakes.

12. Lumbering, or timber-felling, is still an important industry of this region, and is carried on chiefly in winter, when farm work is at a standstill. The lumbermen build log "shanties" in the forest, and then make a track of some sort to join their camp with the nearest main road. When this is done the timber is felled, and the teamsters haul the logs to the bank of some neighbouring stream, down which they can be floated when summer comes round.

14. THE MARITIME PROVINCES.—II.

1. Three hundred years ago Nova Scotia and New Brunswick consisted of dense forest, inhabited by Indians and wild animals. Both provinces now contain excellent farming districts, and agriculture is becoming more and more an important industry.

2. Prince Edward Island is the most fertile of the maritime provinces. Potatoes and oats are grown in large quantities, and cheese and butter are made for export in this "garden isle." Lobsters abound off the coasts, and most of the oysters of Canada are obtained from its oyster-beds. The surface is low and undulating, except towards the centre, where

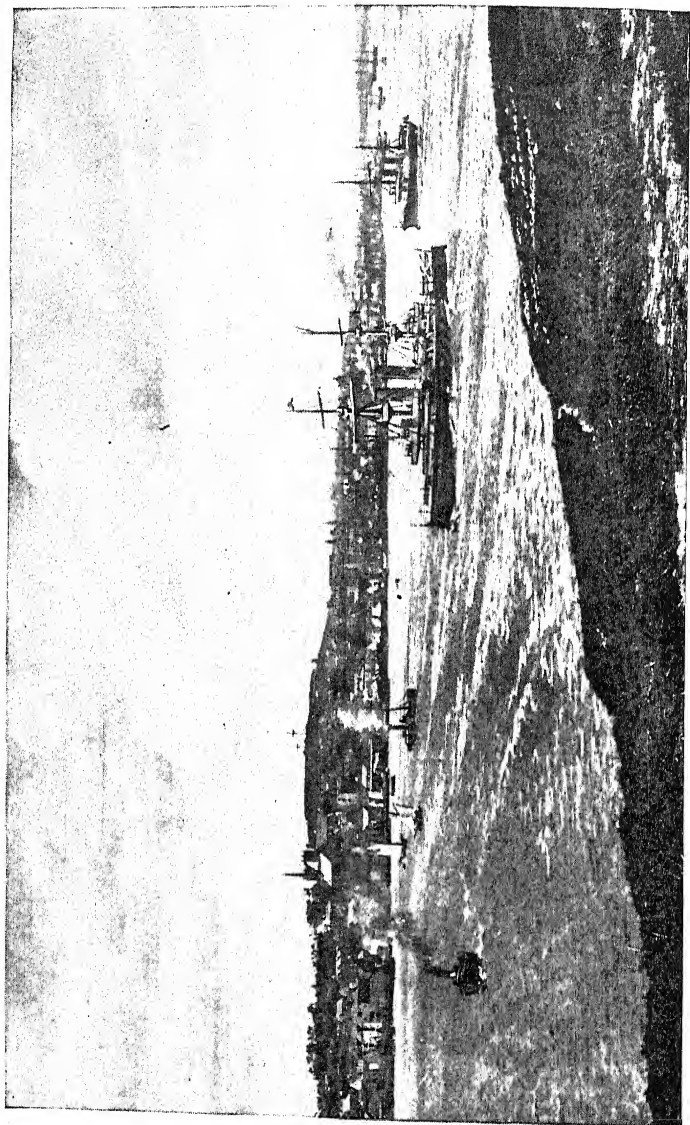
the country is hilly. The summers are not so hot and the winters are not so cold as in Nova Scotia. Charlottetown, the capital, is a busy trading-place, with a fine harbour.

3. Nova Scotia, or New Scotland, the most important of the maritime provinces, is a long peninsula extending in a south-westerly and north-easterly direction. The climate is milder than that of the other Canadian provinces; for the cold of winter is tempered by the sea, which almost surrounds it, and by the warm waters of the Gulf Stream. The coasts are damp and foggy, for near its shores icy currents from the Arctic regions meet warm currents from the equator.

4. Nova Scotia is so narrow that most of its people are within sound of the sea. Next to farming, fishing employs a larger proportion of the population than any other industry. More than fourteen thousand boats are employed in the cod and lobster fisheries.

5. The fisheries of New Brunswick are also of great importance. All along its eastern coasts lobsters are caught in vast numbers, and there are many canning factories from which tinned lobster is exported to all parts of the world. Besides the sea fishing, the maritime provinces are famous for their salmon streams. The Restigouche is one of the best salmon rivers in the world.

6. North of Nova Scotia proper is the island of Cape Breton, which is included in the province, and ages ago must have been joined to it. The Gut of Canso, one and a half miles broad, now lies between



HALIFAX.

them. Cape Breton is almost cleft in twain by deep inlets opening into a lake known as the Bras d'Or, or Arm of Gold. The chief town in the island is Sydney, situated on a magnificent natural harbour, and in the centre of what Canadians fondly hope will prove the richest coal and iron field in the world.

7. It is only lately that the value of these mines has been realized, but fresh shafts are constantly being opened. Should a line of passenger steamers be established between Great Britain and Sydney, the town may possibly become a great port for the Atlantic trade. Nova Scotia has another rich coal and iron field in the Pictou district, in the north of the mainland. Its mines have been known and worked for a long time, and its coal is exported in large quantities to the United States. Gold is mined to a small extent in the south of the province.

8. The most important town in Nova Scotia is Halifax, situated on Halifax Harbour, a grand arm of the sea, in which a thousand great ships can lie at anchor. The harbour is ice-free all the year round; and in winter, when the St. Lawrence is frozen up, the liners land their mails and passengers at Halifax, where trains are in waiting to carry them to all parts of Canada and the United States.

9. Halifax is the most English-looking town on the American continent. It has many forts, the chief being York Redoubt, from which splendid views of both town and harbour are obtained. British men-of-war lie in the basin, and the blue jackets of

British sailors are seen in the English-looking streets.

10. New Brunswick is oblong in shape, and its shores are washed by the Gulf of St. Lawrence and the Bay of Fundy. It is a densely-wooded country, with many noble rivers, beautiful lakes, and pleasant hills. The chief river of the province is the St. John, which flows through the fairest and busiest part of New Brunswick. It is a very beautiful river; and when it reaches the busy trading city of St. John, it spreads out into a deep, wide, and easily-entered harbour, which is ice-free throughout the year.

11. St. John was at one time famous for its building of wooden ships. From its yards came many of the American "clippers," which were the fastest sailing vessels of their day. When iron and steel took the place of wood for shipbuilding, this industry soon declined. The city has been burned down twice, but has completely recovered from these crippling disasters.

12. Near St. John are the famous falls, spanned by two bridges. At low water the river dashes over a ridge of rocks, and forms a waterfall fifteen feet in height; while at high water the inflow of the tide causes a similar fall in the opposite direction.

13. Fredericton, the capital of the province, is beautifully situated on the same stream, with eighty-four miles of lovely river scenery between it and the sea. Lumbering is still important, and many great timber rafts are floated down the streams during spring and summer. The pulp-mills of New Brunswick turn out a great quantity of wood pulp for papermakers.

15. QUEBEC.

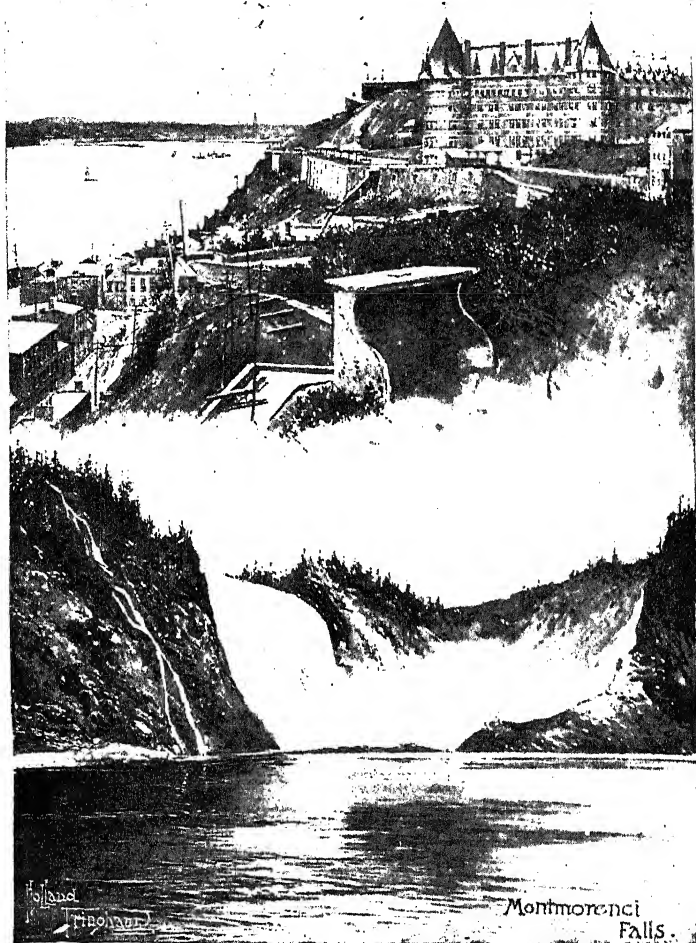
1. Quebec is the historic province of the Dominion. It was discovered by Jacques Cartier, the brave sea captain of St. Malo, who planted the banner of France on Hochelaga's height, which he christened Mont Royal or Montreal.

2. Samuel Champlain and other devoted Frenchmen built up, inch by inch, a new France beyond the Atlantic. We have already learnt something of the contest for Canada waged between the French and the British. The struggle was settled for ever by General Wolfe's victory over General Montcalm on the Heights of Abraham, in 1759.

3. Since the conquest the French have been allowed to keep their own laws and language, and to-day the province presents the happy sight of a colony thoroughly loyal to Great Britain, though six-sevenths of its population are French to the core, not only in descent, but in manners, habits, laws, and language.

4. The importance of the Province of Quebec is due to its position on the St. Lawrence River. This makes it the outlet and inlet for most of the trade of Canada, and for some of the trade of the United States as well. Quebec, the capital of the province, is one of the most picturesque cities of the New World. Its steep, winding streets, some of them mere flights of stairs, with shops on either side, its quaint old houses, its beautiful Parliament buildings, its university, and above all its citadel, perched on the summit of a rocky cliff, give the city an ancient

The Citadel
And
The St. Lawrence.



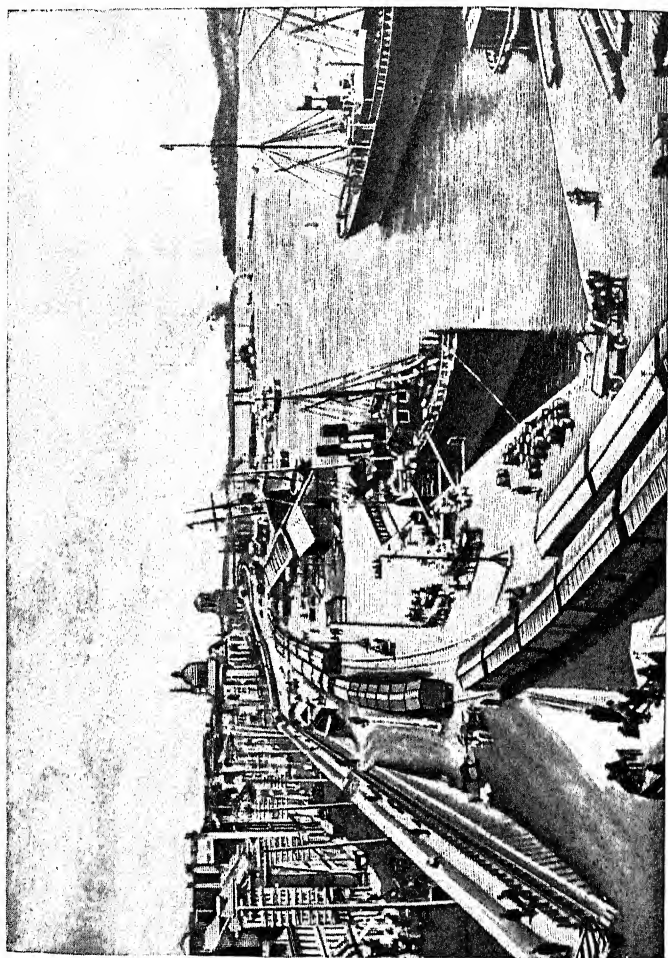
appearance which is very pleasing in a land where all is new. In front of the city is a splendid basin, which will accommodate the largest ships afloat.

5. The pride of Quebec is Dufferin Terrace, a broad promenade just below the citadel. At one end of it a fine hotel, built and decorated like an old French château, has been erected by the Canadian Pacific Railway. From this terrace, two hundred feet above the St. Lawrence, the beauty of the country surrounding the city bursts upon the spectator.

6. Above the city, on the crest of the heights which fringe the north bank of the St. Lawrence, are the famous Plains of Abraham. Below the battlefield is Wolfe's Cove, where the British general and his soldiers landed to scale the steep heights. On the plain itself stands a monument to the rival generals, who both died from wounds received in the battle. The beautiful Montmorency Falls are about seven miles below the city. A great steel bridge is to be built across the St. Lawrence, at such a height as not to interfere with navigation.

7. Quebec was for a long time the limit of navigation for large ocean steamers; but the channel of the St. Lawrence has been deepened, and vessels can now proceed to Montreal. The course is winding and difficult, and the voyage is usually made by daylight. The river here is only about two miles broad, and the character of the shores has changed. We are now passing through a far more fertile part of the country than that bordering the lower St. Lawrence.

8. Standing at the junction of the Ottawa and the



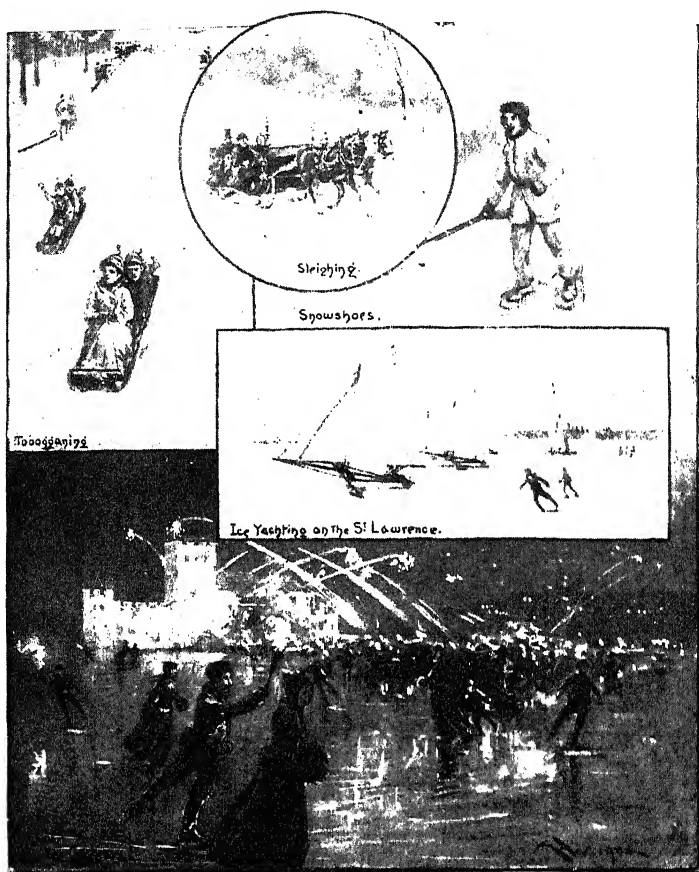
THE RIVER FRONT AT MONTREAL.

St. Lawrence, Montreal has a splendid situation for trade, and some day is sure to be one of the largest cities in America. At present it is the largest city in Canada, and possesses the handsomest streets and public buildings in the country. It has an important university in McGill College.

9. "The Mountain," which rises above the city, adds greatly to its beauty, and from its summit may be seen wide views of the St. Lawrence and the plains along its shores. The island on which Montreal stands is connected with both banks of the river by several railway bridges, those to the southern shore being not much short of two miles long.

10. Montreal is the largest city, the chief port, and the commercial capital of Canada. Its solid limestone quays extend for over fourteen miles, and form docks for large ocean-going steamers. Montreal has canal communication with the great lakes, and thus with Toronto, Buffalo, and Chicago. It is the headquarters of numerous steamship companies, and exports lumber, grain, flour, dairy produce, and fruit in vast quantities. Its manufactures are important, and include hardware, cotton and woollen fabrics, glass, and india-rubber goods. Montreal is the best place in the whole Dominion for winter sports.

11. Ottawa, the capital of the Dominion, is situated upon the Ottawa River, one hundred and twenty miles from Montreal. The Parliament buildings, which stand upon a commanding site overlooking the river, are the pride of the place. In them meet the Senate, consisting of eighty-seven members



WINTER SPORTS IN CANADA.

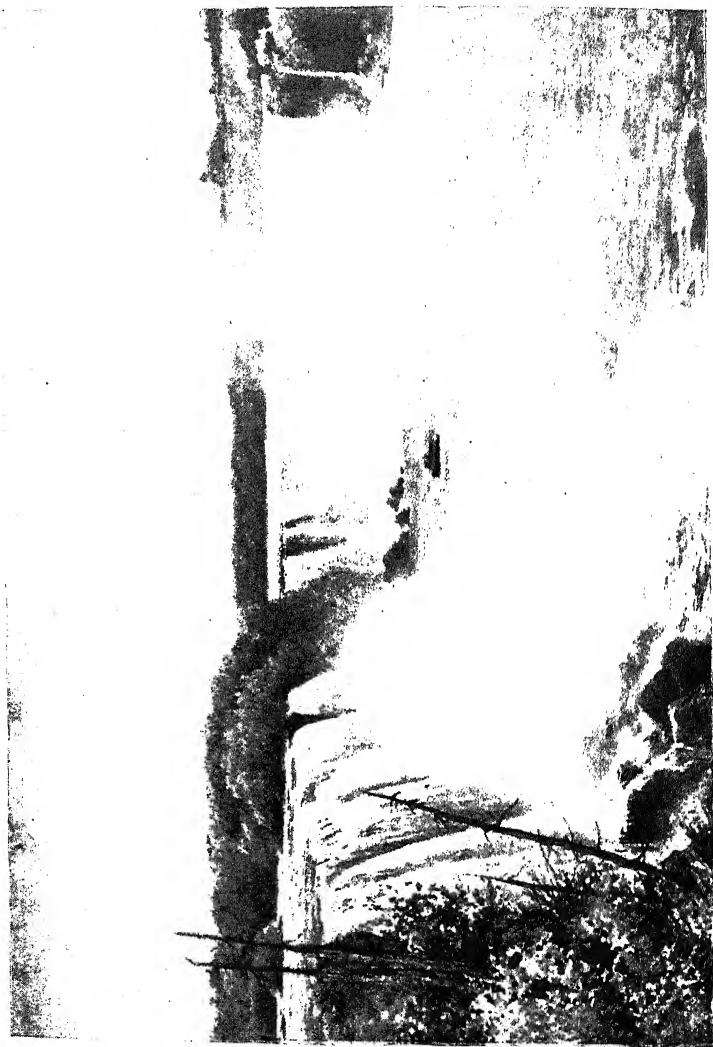
appointed for life, and the House of Commons, consisting of two hundred and twenty-one members elected for five years. These bodies make laws for the Dominion as a whole. Close to Ottawa is Rideau Hall, the residence of the Governor-General of Canada.

16. ONTARIO.

1. West of Quebec lies Ontario, the richest and most populous of all the Canadian provinces. It contains more than two-fifths of the whole population of the Dominion; and of the forty-two Canadian towns and cities having a population of five thousand and upwards, twenty-two are in Ontario. While Quebec is thoroughly French, Ontario is thoroughly British. The "old country" is still fondly called "home" by the people of Ontario, four-fifths of whom have been born and bred in the country, and have probably never seen the motherland.

2. The province derives its importance not only from the fertility of its soil, which is suitable for every kind of farming, but from its admirable situation. It is the only province that borders on the great lakes. It touches all of them except Lake Michigan, and has, in addition, two hundred miles of coast on Hudson Bay, and a hundred miles of shore on the St. Lawrence River.

3. Ontario has little history. On Queenstown Heights, above the Niagara River, stands a monument which marks the scene of an important battle fought within its borders. In the war of 1812, between Great Britain and the United States, a small force of Americans crossed the Niagara River for the purpose of raiding Canada. They were, however, routed by British and local soldiers under General Brock, almost as soon as they had set foot on Canadian soil. The repulse of a body of Fenians who invaded the country



THE NIAGARA FALLS.

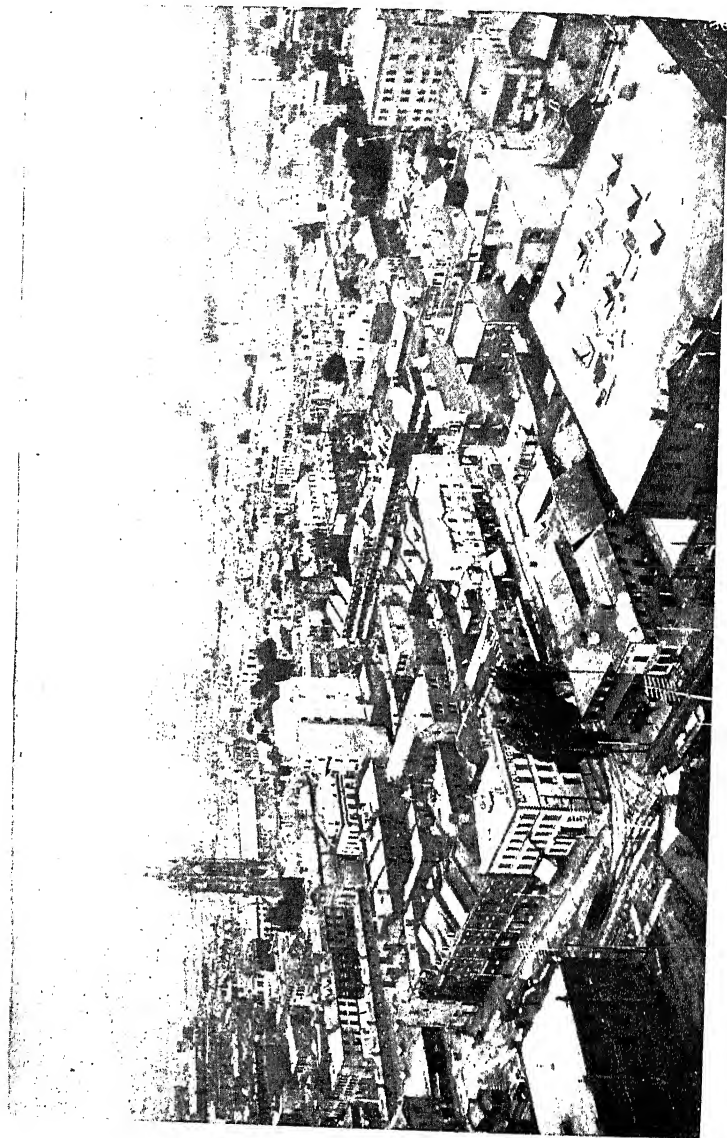
from the United States, and the putting down of a rebellion which was never serious, are the only other stirring incidents in Ontario's history.

4. The story of Ontario is one of quiet, peaceful industry and rapid progress. The first settlers were hard-working, thrifty farmers, who had to face a land overgrown with dense forests, and by infinite labour had to carve spaces for fields out of these tangled wastes. In this way the whole of the peninsula between Lakes Huron, Erie, and Ontario has been gradually brought under cultivation, and is now a smiling country of wheat-fields, orchards, and meadows. It is the "garden of Canada."

5. The finest fruits ripen in the open air, and apples, pears, plums, cherries, grapes, and melons grow on every farm. In the Niagara district peach trees abound, and more than three hundred thousand baskets of this delicious fruit are exported to the United States every year. Grapes grow so well all along the northern shores of Lake Erie that a considerable wine trade has been established.

6. Dairy-farming, too, is an important branch of agricultural industry in Ontario, and large quantities of butter and cheese are made for export to the Orient and to the United Kingdom. Vast quantities of cheese and creamery butter are manufactured in this province every year. Stock-raising is also an important industry.

7. The farmer of Ontario has to work harder than his brother of the western provinces. There the virgin soil still yields great crops without the use



TORONTO.

of manures. In Ontario, where the land has been tilled for a much longer time, the fertility of the soil has been lowered by the rich crops taken from it, and the land must now be farmed as carefully as that of our own country. When this is done, farming in Ontario is still a profitable industry.

8. Next in importance to farming is lumbering. In every part of the province there are patches or whole districts of stunted woods and brush similar to those described in our lesson on the maritime provinces. In Northern Ontario there are millions of acres of forest land which have never yet echoed the sound of the lumberman's axe. Every year, however, the Government leases "timber limits" farther and farther away from the great lakes, and every year the lumbermen lay waste a wider and wider area of its finest timber.

9. Until recent years agriculture and lumbering alone formed the industries of Ontario. Now, however, the mineral wealth of the province is attracting attention, though as yet mining is in its infancy. Ores of nickel and copper are mined and smelted near Sudbury, on the line of the Canadian Pacific Railway, and good iron exists in the country round Ottawa. Gold is found in the west of the province, and oil wells are frequent along the shores of Lake Erie. In this neighbourhood there are also vast stores of natural gas, by means of which many towns are lighted and heated.

10. The shipping on the great lakes is an important branch of Ontario commerce. Some idea of

the extent of this traffic may be gained from the fact that Canada ranks third among the countries of the world in the tonnage of its shipping. To a very large extent its ships are employed in inland waters. The vessels are small, but what they lack in size they make up in numbers. The fisheries in the lakes, especially those of Lake Huron, are of considerable importance.

11. The lake shores of Canada are dotted with small ports, and most of them do a brisk trade. Passenger steamers filled with holiday-makers cross the lakes to the ports of the United States, or coast along the Canadian shores. The Canadian Pacific Railway has a fleet of large steamers, and during the summer they ply between Owen Sound, on Lake Huron, and Port Arthur, at the head of Lake Superior—a voyage which occupies nearly two days. The Grand Trunk Railway, the oldest line in Canada, connects Montreal with the south-west of the peninsula between Lakes Huron and Erie. Its many branches form a network of lines uniting all the important centres of old Ontario.

12. Formerly the United States attracted from Ontario many of its young men. Now the tide has turned, and emigration from the United States to the Dominion is increasing by leaps and bounds. Within the past few years a large number of citizens of the United States have migrated into Canada, and have settled chiefly in Manitoba, Saskatchewan, and Alberta.

13. Toronto, the capital of Ontario, is a large city on the shore of Lake Ontario, at a spot where a low

sandy island forms a fine bay two miles wide. The notable feature of the city is its park, containing the Parliament buildings and a fine university. Education is represented by numerous colleges, commerce by many banks and trading companies, while the number of factories is constantly increasing. Agricultural implements from Toronto, and especially "self-binding" reaping machines, find their way all over the globe.

14. Hamilton, at the head of Lake Ontario, Brantford, twenty-five miles to the west, and London, at the junction of the north and south branches of the river Thames, are also busy and important manufacturing towns. Kingston, where the Canadian Military College is established, is an interesting old place. Canada supports a small regular force of a few thousand men, and has, in addition, a large body of well-trained militia.

17. THE PRAIRIE PROVINCE.

1. In 1870 the prairie province of Manitoba was carved out of "the Great Lone Land," then under the rule of the Hudson's Bay Company, and was made a province by Act of Parliament. Up to that time the district was known as Red River Settlement, and was supposed to be only valuable for the numerous fur-bearing animals which roamed over its vast plains.

2. The population was then very small, and almost entirely composed of Indians and half-breeds. When

the new province was on the eve of being added to the Dominion, the half-breeds rose in arms, and, under Louis Riel, seized Fort Garry, where Winnipeg now stands. They imprisoned some settlers who opposed them, and shot one of them in cold blood. Colonel (now Lord) Wolseley was sent to the North-West with a thousand troops, but no resistance was offered by the rebels. Their leader fled to the United States, and Manitoba was peacefully added to the Dominion.

3. As soon as the richness of the vast prairie lands in the new province became known, settlers flocked into the country. They found a vast, ocean-like, treeless plain, green with grass in spring, gay with wild flowers in early summer, and brown with self-cured hay in autumn. As soon as the plough got to work, it was discovered that Manitoba possessed the richest agricultural land in the world.

4. Then at the junction of the Red and Assiniboine Rivers—the former flowing from the United States, the latter from the west—the city of Winnipeg sprang up. It is well placed as the trade centre of a vast region, and no wonder that it has grown rapidly. In 1870 there were only three hundred persons in Winnipeg. The opening of the Canadian Pacific Railway made the city of great importance, and to-day the population is about one hundred and forty thousand.

5. Winnipeg has now handsome buildings of stone and brick, electric street railways, electric light, parks, hospitals—in fact, almost everything that a modern town can desire. The Hudson's Bay Company has its chief store in this prairie capital of Winnipeg.

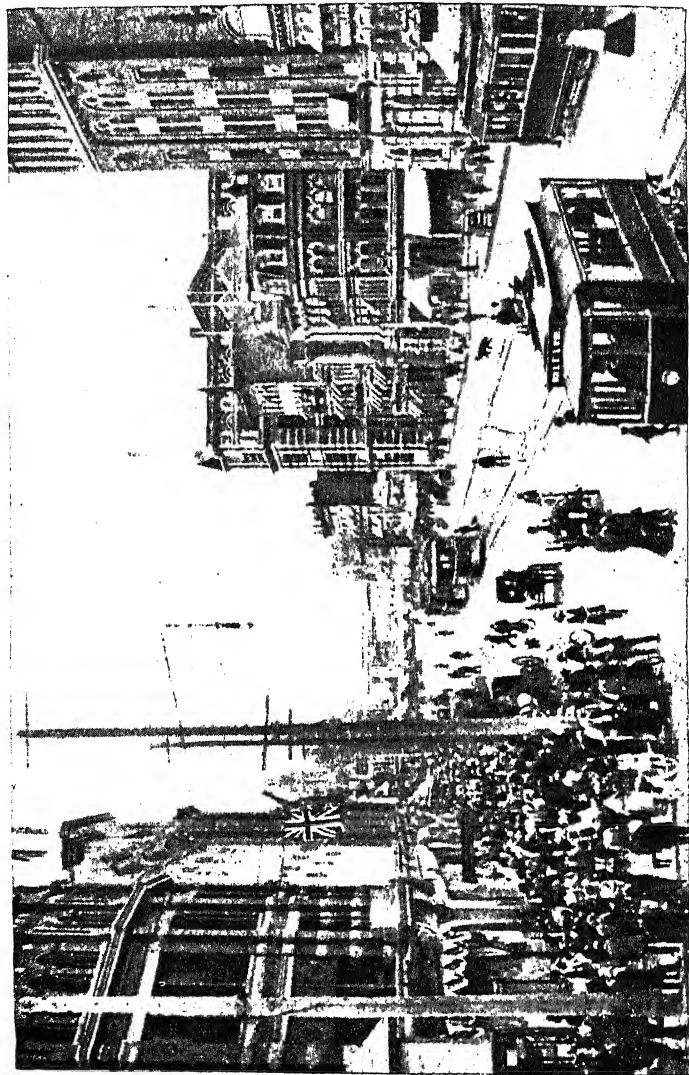
6. The Canadian Pacific Railway—or the C.P.R., as it is familiarly called—connects Montreal with Winnipeg, and continues westward across the Rockies to the shores of the Pacific Ocean, a distance of two thousand nine hundred miles. This railway has been the great agent in opening up the west. The journey is accomplished in five days and six hours. A new transcontinental railway—the Canadian Northern—

TOWNSHIP DIAGRAM.

640 ACRES.					
N.					
1 MILE SQUARE.	..31..	..32..	..33..	..34..	..35..
	..30..	School ..29.. Lands	..28..	..27..	H.B. ..26.. Lands
	..19..	..20..	..21..	..22..	..23..
	..18..	..17..	..16..	..15..	..14..
	..7..	H.B. ..8.. Lands	..9..	..10..	School ..11.. Lands
	..6..	..5..	..4..	..3..	..2..
S.					
W.					
E.					

has its main line from Port Arthur in Ontario, through Winnipeg, to Edmonton in Alberta. The connecting branches bring the total mileage to three thousand seven hundred miles. A third transcontinental railway—the Grand Trunk Pacific—from Moncton, New Brunswick, to Prince Rupert, has also been constructed.

7. If we were to watch a train from the east



MAIN STREET IN WINNIPEG.

coming into Winnipeg station, we should be almost certain to see a few English farmers alighting from the "colonist cars" and seeking the land office. Let us go with them. They have left the overerowed old country, where it is difficult to make farming pay, and are bent on settling down in the wild West.

8. Strong, hard-working, experienced men they are, just the type of settler that Manitoba needs. Some of them have a little money of their own, and they will, therefore, be able to take up farms at once. Others, who are not so well off, will have to hire themselves out as labourers until they have saved enough money to begin farming on their own account.

9. Inside the office the newcomers are shown a number of maps. They find that the land is laid out in blocks of six miles square, called townships. These townships are, again, subdivided into thirty-six parts, each a mile square, called sections. Each section is, again, subdivided into quarters, which contain one hundred and sixty acres.

10. Any man over eighteen may choose one of the even-numbered sections, except 8 and 26, as his farm, on condition that he will live upon it and cultivate it for three years. The sections numbered 11 and 29 are reserved to provide funds for the support of schools, and those numbered 8 and 26 belong to the Hudson's Bay Company.

11. When a settler has obtained his farm, his first care is usually to build himself a house. Except in Winnipeg and in one or two other towns, all the buildings are of wood. A well-built log or frame house

is a very comfortable dwelling, especially when it is warmed with stoves. When the house is finished a garden and meadow must be fenced. After this nothing requires to be done but to plough and sow the fields. The fertile soil will certainly produce a good crop.

18. THE WHEAT-FIELD OF THE WORLD.

1. Manitoba is nearly as large as Great Britain, and there is enough land in the province to give one hundred and sixteen thousand settlers a farm of three hundred and twenty acres each, which is considered a large property for even a well-to-do farmer. Millions of acres of fertile land still remain to be turned into rich cornfields by axe and plough.

2. The wealth of the prairie province lies chiefly in the wonderful richness of its black earth, which yields the best crops in the world. There are no smoky chimneys to poison the air and spoil the view, and from end to end of the province there are wide pastures and fruitful cornfields, fine woodlands, and any number of streams, rivers, and lakes, most of which swarm with fish.

3. The climate is one of the healthiest in the world. True, in winter it is very cold indeed; but the sky is clear, fogs are unknown, and days on which the sun does not shine are quite the exception. For weeks at a time the streams are frozen, and two feet or so of snow cover the prairie; but as there is little change in the weather from day to day, the

inhabitants know what to expect, and dress themselves in a suitable way. Everybody wears a fur cap and fur gloves, and those who can afford the luxury don fur coats and wrap themselves in fur rugs.

4. In April, winter gives place to spring: the snow melts, and the ice breaks up and floats down the streams in huge blocks, which sometimes jam together, and cause the rivers to overflow their banks. No sooner has the snow disappeared than grass and flowers spring up, birds flit hither and thither, and swarms of mosquitoes make their appearance. The early frosts of September, however, kill the mosquitoes, and then the cattle are left to graze in peace.

5. Haymaking and harvest are the busiest seasons of the year in Manitoba; and though a good deal of machinery is used, all hands must turn out to help in getting in the crops. So great is the demand for farm labourers at this season, that the Canadian Pacific Railway runs special trains full of harvesters from the eastern provinces. The most valuable crop is, of course, wheat, and more than forty million bushels are raised each year. The No. 1 hard wheat which Manitoba produces is the finest wheat in the world, and is sold for the highest price.

6. People who are not afraid of hard work have every chance of doing well in Manitoba, and may make money rapidly. A farm labourer, who left England in 1896, and took a farm of one hundred and sixty acres, had at the end of twelve months fifty acres ploughed and sown, which yielded six hundred

bushels of wheat, five hundred bushels of oats, and four hundred and fifty bushels of barley.

7. These crops, his pigs and dairy produce, brought him in about fourteen hundred dollars—that is to say, the exact sum which he paid for his land. The settler was so pleased with the result that he bought an adjoining farm of the same size as the first. He also bought more cattle, so that in the second year he had twenty-five cows, five horses, and a yoke of oxen.

8. His pigs and poultry also increased; new farm buildings were put up; and at the end of eighteen months the farm, with its buildings, crop, stock, and implements, was valued at no less than seven thousand five hundred dollars, or about £1,500 in English money.

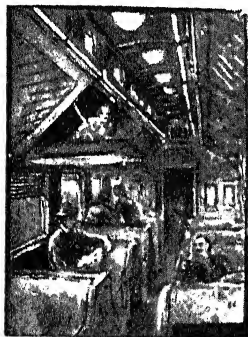
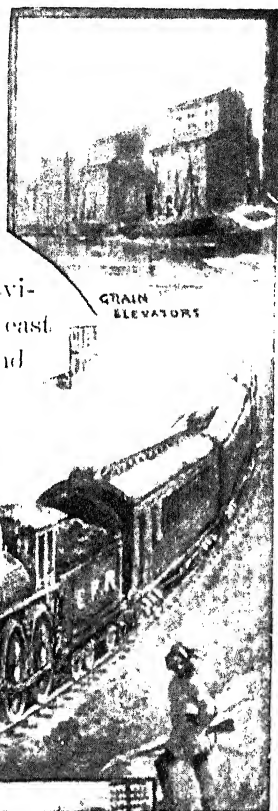
9. Up to 1883 many farmers had to haul their wheat on wagons from a hundred to a hundred and fifty miles to the nearest market. The railway, however, has put an end to all that. Few farmers are now very far from the railway, which is constantly thrusting out branches and opening up fresh tracts of country.

10. On the main line there are railway stations about every seven or eight miles. In the settled districts there are good free schools. The taxes, which are light, include a tax for education generally, and a special school tax for the support of the schools in each particular district.

11. The vast territory extending west and north-west from Manitoba to the Rocky Mountains is now divided into two new provinces, known respectively as Saskatchewan and Alberta. Here we

find the largest unoccupied areas of good land on the American continent. Saskatchewan, which exceeds in area the German Empire, is watered by the South Saskatchewan, or "the water that runs rapidly," and includes the old district known as Assiniboia.

12. Entering Saskatchewan almost midway on its western boundary, this fine navigable river flows nearly due east for some two hundred miles, and then, bending at almost a right angle to the north, flows through the old district of Saskatchewan, to empty itself



into Lake Winnipeg. Other important waterways are the Qu'Appelle and Assiniboine Rivers.

13. The eastern portion of Saskatchewan has grain-growing prairies like those of Manitoba. The western

part of the country consists almost entirely of open plains, varied by bluffs of poplar and willow, and by ranges of hills. As yet the western part of the territory is sparsely settled, but it is well suited for stock-raising and dairy-farming.

14. The main settlement in the old district of Saskatchewan is near Prince Albert, which is reached by a branch line of the Canadian Pacific Railway from Regina, the new capital of the province. The old Saskatchewan district is well wooded and well watered, though in the south-west corner it is too dry for green crops unless irrigated.

15. Saskatchewan is the scene of the only historical incident in the story of the North-West. Fourteen years after the formation of the province of Manitoba, Louis Riel once more led a rebellion of half-breeds, who feared that they would be crowded out of their hunting-grounds by the western march of white settlers. The Indians joined them, and some missionaries were murdered. Volunteers to the number of four thousand men were called out, and at Batoche crossing, on the South Saskatchewan, Riel was defeated after some sharp fighting. The rebellion collapsed, and Riel was tried on a charge of treason and hanged.

19. IN RANCH LAND.

1. We have now gained some idea of the two hundred thousand square miles of prairie in Manitoba and in the Province of Saskatchewan, a region

which we have called the wheat-field of the world. Even with such an expanse of fertile land, the resources of the Canadian North-West are not exhausted. There is still the new province of Alberta, which is about the same size as its sister province of Saskatchewan. It lies between that province and the Rocky Mountains.

2. Alberta is the great ranching and dairying country. It consists of high, open plains, broken by the valleys of many large streams which take their rise in the snowy Rockies. The winters are mild, and the valleys and plains are clothed with sweet grasses, which are much relished by the cattle. Here hundreds of thousands of horses and cattle graze upon the gentle eastern slopes of the Rocky Mountains, within sight of their snowy peaks.

3. In the olden days, and even till thirty or forty years ago, this region was the home of the buffalo, or, as he should more properly be called, the bison. The dark forms of these animals might be seen extending over the prairie as far as the eye could reach a mighty, moving mass of life. Onward they would rush, urged by some sudden impulse, making the ground tremble under their feet, while their course might be traced by the vast cloud of dust which floated over them as they swept across the plain.

4. These herds moved northwards or southwards with the changing seasons, but in the region now known as Alberta they were to be found in great numbers all the year round. The bison was a clumsy-looking animal, and one can hardly realize that it

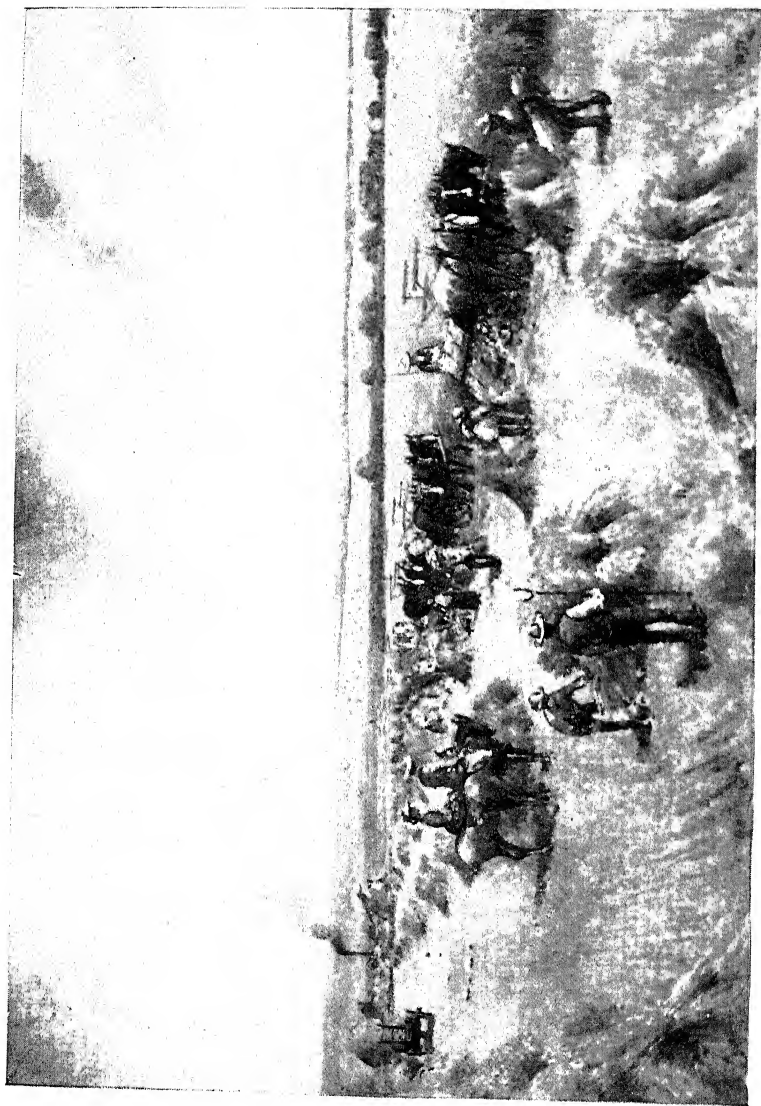
could gallop at a great speed over all sorts of ground even where no horse could follow it.

5. This clumsy appearance was due largely to the hump on his back, and to the thick, shaggy hair which covered the whole fore part of his body. These two features made him appear much more unwieldy than he really was. Long hair covered his whole head, almost concealing his short, curly horns, while a beard hung down around his mouth.

6. Though at most times the bison was not a very dangerous animal, yet he looked very fierce when he stood pawing the ground in fury, with his large round eyes glaring through his matted hair. He probably looked all the more terrible because he was covered all over with a thick cake of mud, after rolling in some favourite "wallow."

7. The buffalo provided the Indians of the plains with dwellings, clothes, and food. With his hide they made their clothes and covered their wigwams; his flesh they used in many forms—in tender juicy steaks, in long dried strips, and, pounded up with fat, in what is sometimes called *pemmican*. The tongue was a special dainty, and buffaloes were slaughtered in hundreds simply for their tongues and a few other tit-bits, the rest of the carcasses being left for birds of prey.

8. Though the Indians killed the buffaloes wantonly for their tongues, their humps, and their marrow bones, it was not until the white hunters came that the creatures were almost exterminated. Then they were shot down by hundreds, simply for their skins, which were made into carriage-rugs or fur coats.



WESTERN WHEAT FIELDS.

9. The hunting of the buffalo was never very good sport; and the work of these hunters, armed with repeating rifles, galloping through a herd and firing point-blank at animal after animal till a long line of dead buffaloes was left behind upon the plain, was little short of wanton massacre. The result has been that the wild buffalo is now extinct. A few of the animals, however, are preserved on a farm near Winnipeg, and in the National Park at Banff.

10. Their former haunts are likely to become one of the great granaries of the world. The soil of Northern Alberta is deep and of wonderful fertility, and before long its yield of grain will rival that of Manitoba itself. Southern Alberta, which forms the south-west corner of the prairie region of Western Canada, is an ideal country for stockmen. In the east it is open, level prairie, but towards the west it is much broken by the foothills of the Rockies.

11. Mixed farming is already being profitably carried on, and with the rapid spread of irrigation and the use of improved methods of tillage Alberta bids fair to become one of the finest agricultural districts in the world. Settlers are pouring into the country, and many of them hail from the United States.

12. Owing to the warm or chinook winds, which blow from the Pacific over the Rocky Mountains, horses and cattle feed out in the open during most of the winter. These winds, though they cross snow-laden and glacier-crowned summits, are very dry; and they lick up at once the snow which falls on the plains of Alberta.

13. Calgary, on the railway in the southern part of Alberta, is its principal town. It stands in the centre of the ranching district, and has many handsome stone houses. Edmonton, which is reached by a branch line from Calgary, is the centre of a thickly-settled district in the north of the territory, and is the capital of the province. It is a well-built and prosperous town. Around it lies a valuable coal-field. Another, even more valuable, is reached by a branch railway from Calgary to Lethbridge.

14. Before we leave Western Canada we must journey to Banff and visit the Canadian National Park, a magnificent district of the Rockies, some five thousand square miles in area. It is a wonderland of surpassing beauty, with snow-clad peaks, gleaming ice-fields, rushing rivers, foaming waterfalls, placid lakes, and hot sulphur springs.

15. Hotels have been established in the Park, and every summer they are thronged with invalids, many of whom take a course of hot sulphur baths; and with robust visitors, who are attracted by the picturesque views, the fishing, canoeing, and mountain-climbing which the Park affords in plenty.

16. Saskatchewan and Alberta have governments of their own similar to those of the other provinces. The government of the North-West Territories is carried on by the officers of the Royal North-West Mounted Police, the head of the force being the commissioner, whose headquarters are in Ottawa.

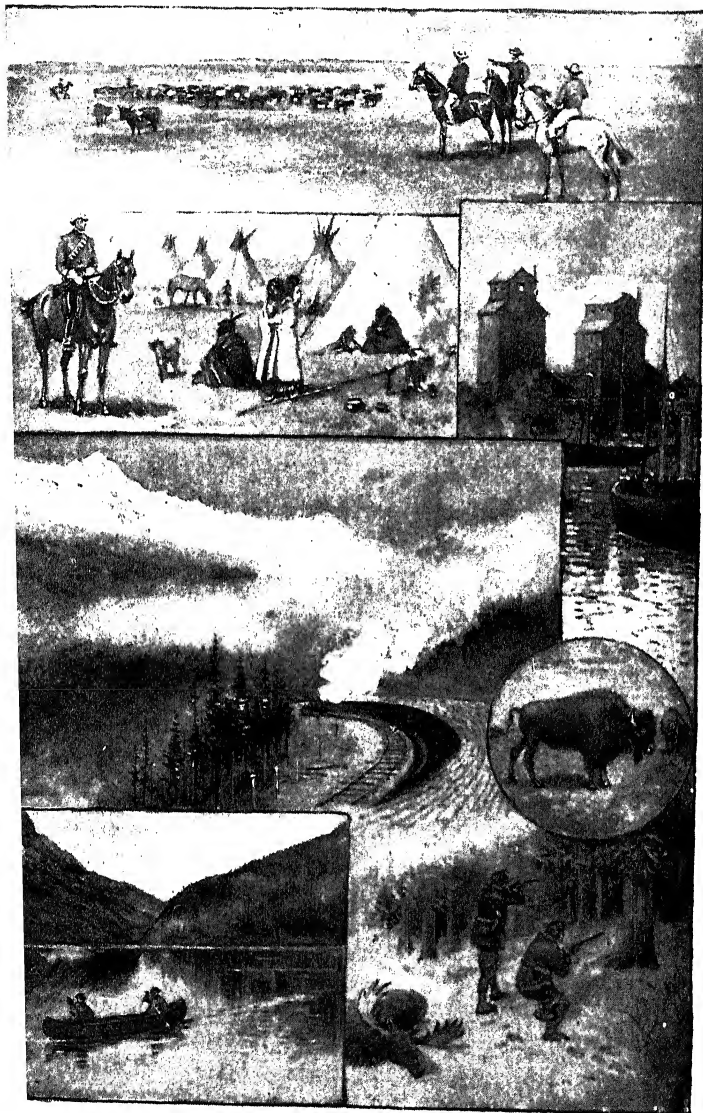
20. BRITISH COLUMBIA.

1. Descending the steep western slopes of the vast Rockies, we find ourselves in the rugged, mountainous province of British Columbia, a land endowed with grand forests, fruitful valleys, and splendid waterways. In front of us lie the snow-clad Gold and Selkirk Ranges; and beyond them a lofty, broken table-land extends to the Cascade Range, which fringes the deeply-cleft coast of the Pacific Ocean. British Columbia covers an area more than three times that of the British Isles.

2. The great waterway of the province is the Fraser River, which rises in the Rocky Mountains not far from Mount Brown. At first the river flows north-westward; then it sweeps round to the south, and almost encloses the far-famed Cariboo district, which has yielded millions of dollars' worth of gold, and is not yet worked out. Then the river wanders on for four hundred miles amidst winding valleys, and turning westward, bursts through the wonderful gorges of the Cascade Range.

3. Nothing can exceed the grandeur of the Fraser Cañon. The gorge is so deep and narrow in many places that the rays of the sun hardly pierce it. The river foams and swirls deep down in a bed from which the rocky cliffs rise up like huge walls.

4. Hundreds of feet above the river, and notched into the face of the cliffs, is the railway, now and then crossing a great chasm by a viaduct, or disappearing into a tunnel. For hours the traveller is deafened by



FROM THE GREAT LAKES TO THE ROCKIES.

the roar of the waters below, and longs for the broad sunshine once more.

5. It comes at last. At Yale the cañon ends, and the river flows out upon a wide plain. We see Chinamen—for in British Columbia the Far West merges into the Far East—washing gold on the sand-bars, and Indians herding cattle in the meadows. Near the river are many Indian villages, and graveyards neatly enclosed, and decorated with carved totems.

6. Here and there we see salmon drying on poles; and this reminds us that most of the canned salmon sold in our shops comes from the Fraser River. In certain seasons the river is packed with fish, and it is no uncommon sight to see columns of salmon, miles long and many feet wide, moving like an army up the stream.

7. The valley widens out, and the noisy Fraser sobers down as it flows by fertile farms and orchards. Fifteen miles from its mouth is New Westminster, the centre of the salmon trade, and a well-known lumbering town. At New Westminster no less than three hundred and fifty thousand feet of rough tree logs are turned into planks fit for the carpenter's workshop in the course of a day. The town is well built, and is joined to Vancouver by an electric railway.

8. Vancouver, the chief city on the mainland of British Columbia, has a grand situation on a peninsula washed on three sides by salt water, and backed by splendid ranges of mountains. On the west of the city is English Bay, and on the east is Burrard Inlet.

9. In the neighbourhood is Stanley Park, a tract of wooded country kept, in all its wild natural beauty, for the pleasure of the town dwellers. From Vancouver steamships sail regularly for Australia, China, and Japan.

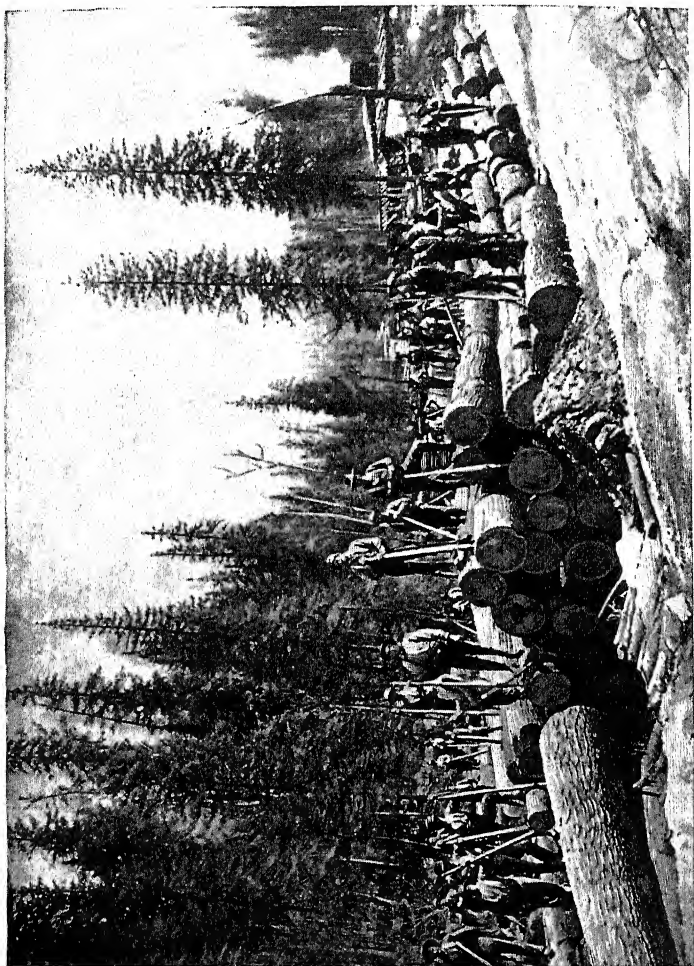
10. Across the Strait of Georgia lies the large island of Vancouver, which forms part of British



SCENE ON A RIVER OF BRITISH COLUMBIA.

Columbia. Its western coast is broken by deep fords, some of which run up into the interior of the island between steep cliffs, behind which are high, rugged mountains, clothed with fir, hemlock, and cedar.

11. In other places there are many sheltered bays, which receive small streams flowing from an open



LUMBERING IN BRITISH COLUMBIA.

country rich in wild flowers and sweet grasses. The interior is crossed by mountains, and there are rich valleys, which are as yet unsettled.

12. Vancouver Island is famous for its mineral wealth. At Nanaimo, situated on a long fiord of the south-eastern coast, there are numerous coal-mines, with an output of a million tons each year. Gold is also found, and a fine gray granite is worked. To the north of Vancouver are the Queen Charlotte Islands, which have a maze of islets fringing their coasts, and rejoice in a delightful climate.

13. The capital of British Columbia is the city of Victoria, which is splendidly situated on a small arm of the sea, in the south-east of Vancouver Island. Victoria is little more than fifty years old, yet it has the appearance of a pleasant, well-built English city. In the neighbourhood are important iron-works, foundries, and machine shops; and three lines of trans-Pacific steamers call at the port.

14. One part of the city is known as "Chinatown," and in it are many pig-tailed people, who make capital servants, gardeners, and washermen. Three miles from Victoria is Esquimalt, the naval station of the Dominion on the Pacific.

15. The main wealth of British Columbia is in its precious metals and its timber. Probably no country in the world can show such noble forests as those which clothe the slopes of the Selkirk and Gold Ranges in British Columbia. Here and there the scene is varied by prairies, valleys, and mining camps; but every open spot has woodlands close at hand,

and millions of feet of excellent timber are waiting for some one to come and make use of them.

16. One of the most valuable timber trees is the Douglas or Oregon pine, which, though rather coarse-grained, is very tough and strong. No timber is more suitable for rough work, such as house-frames, bridges, and ships; and the great height and straightness of the Douglas pine seem to suggest that the more slender trees were intended for use as masts or flag-poles.

17. One of the most important mining areas is situated some two hundred miles east of Yale, near to the international boundary, or the forty-ninth parallel of latitude. This is the West Kootenay district, which is marvellously rich in gold, silver, and copper.

18. British Columbia was a blank on the map until the year 1778, when Captain Cook explored the coast and visited Vancouver Island. Fifteen years later Alexander Mackenzie crossed the Rocky Mountains, and in his wake followed fearless and hardy traders whose names are now written all over the map of the province. One of them, David Thompson, opened up trade routes into the country from the upper waters of the Saskatchewan and the Athabasca.

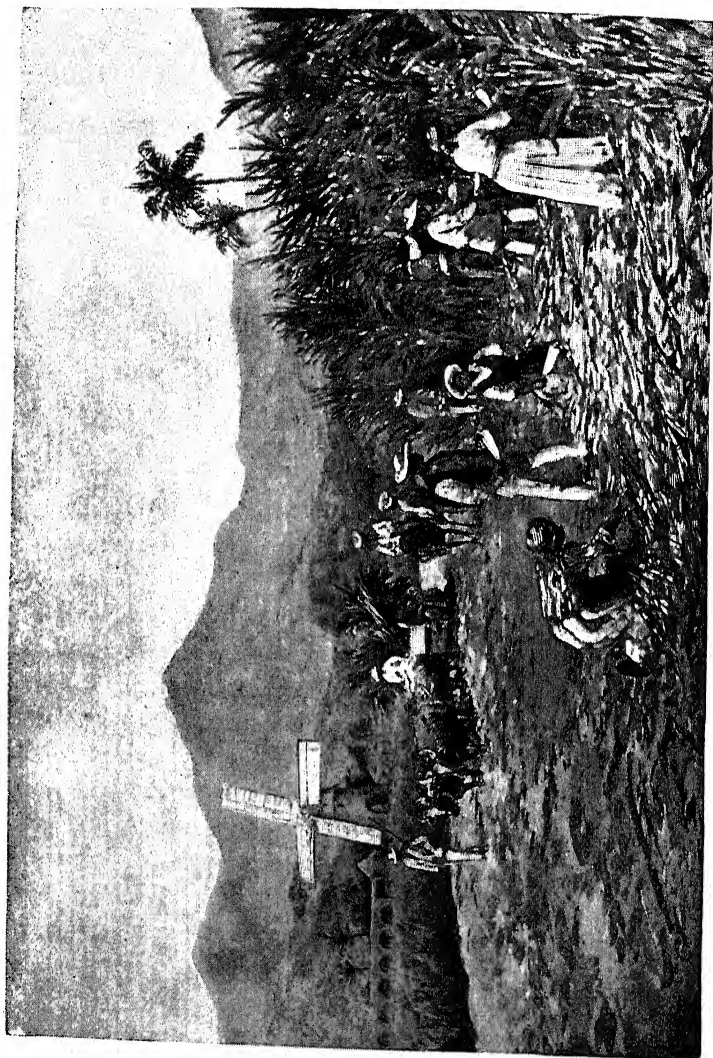
19. In 1849 a governor was appointed to Vancouver, and a few years later it received its parliament. In 1857 gold was discovered on the mainland, and at once there was a rush of miners. The population largely increased, and in 1866 Vancouver Island and the mainland were united, under the name of British Columbia. The province became part of the Dominion in 1871.

21. THE WEST INDIES.

1. Before taking leave of our possessions in the New World, we must glance at the British islands in that natural breakwater which bars off the Atlantic rollers from the Caribbean Sea and the Gulf of Mexico. We must also visit our possessions in Central and South America.

2. Columbus discovered them in the course of his famous voyage, and thinking that he had reached the outposts of India, gave them the name by which they are now known. He visited one island after another, and annexed them in the name of Spain. A settlement was formed on Haiti, and gradually the Spanish colonies in the West Indies extended. During the various wars which broke out in Europe in the seventeenth and eighteenth centuries several islands were wrested from her. The last remnant of Spain's West Indian empire was torn from her enfeebled grasp during the Spanish-American war of 1898. Cuba and Porto Rico then became American, and so did the Philippines in the East Indies. After this crushing blow Spain closed her colonial office; she had no further need of it, for she had no longer any colonies.

3. The West Indies consist of thousands of islands varying in size from Cuba, which is one-third larger than Ireland, to tiny little "cays" just peeping above the sea. The islands vary, too, in geological structure. Some of them probably once formed part of the continent, others are composed of volcanic rocks, while many are coralline in character. Taken as a



ON A SUGAR PLANTATION.

whole, they appear to form a great mountain system, largely sunk beneath the waves, the highest peaks forming the islands. For the most part, they are exquisitely beautiful. Richly clothed in evergreen forests, with cloud-capped peaks, they spring out of the sparkling blue waters, and gleam like ocean gems in the brilliant tropical sunlight. Many of the islands are fertile; some are especially so. All tropical fruits and vegetables—such as sugar, coffee, ginger, logwood, and cacao—grow in profusion.

4. The native races which Columbus found in possession of the islands have almost entirely disappeared. The hard labour and cruel treatment to which they were subjected by their Spanish masters almost killed them off. In 1525, negroes from Africa were introduced to work the sugar plantations, and slave labour continued until the years 1834–38, during which it was abolished. The freeing of the slaves was an act of great national righteousness, but the planters say that it was the main reason for the great decline which has taken place in the sugar industry. Except in Cuba and in Porto Rico, most of the inhabitants are negroes.

5. The Danes, French, Dutch, and Americans possess colonies in the West Indies, but the larger number of the islands belong to Britain. The Bahama group, which extends from the Gulf of Florida towards Cuba, and consists of some three thousand low coral islets, rocks, and banks, is largely British. Many of the islands are barren wastes only a few feet above sea-level.

6. About twenty of the islands are inhabited, and three-fourths of the inhabitants are descendants of African negroes who were formerly carried as slaves to the islands. They occupy themselves in sponge-fishing, and in raking salt out of the lagoons from which the sea-water has evaporated. They also cultivate the agave, from which sisal hemp is obtained. The only town of importance is Nassau, on the island of New Providence.

7. Jamaica, the third largest of the West Indian Islands, and, like Cuba and Haiti, once a Spanish colony, has been a British possession since 1655. Its name, which means "a land of springs," well describes it; for at least seventy streams descend from its central mountains to its northern and southern shores.

8. The forests furnish an abundant supply of beautiful woods, drugs, spices, and dye-stuffs; all kinds of fruits grow luxuriantly; its coffee fetches the highest price in the London market; and Jamaica rum, the produce of sugar-canes grown on the island, is considered the best in the world. The sugar plantations were once famous; but they have now dwindled greatly, and the island has never regained the prosperity it enjoyed before the abolition of slavery.

9. The growth and exportation of bananas now form the staple industry of the island. The capital is Kingston, situated on a good harbour in the south-east. The seat of government was formerly at Spanish Town, a few miles inland.

10. The whole belt of the West Indian Islands lies in the region of the north-east trade-wind; but while

those islands lying farthest eastward are exposed to its full strength, those towards the west are partially sheltered. The outer group, therefore, is commonly known as the Windward Islands, and the inner one as the Leeward Islands, though the colony known by this name does not include the islands properly so called, but is merely the northern portion of the Windward group.



KINGSTON, JAMAICA, ON A FÊTE DAY.

11. The British Leeward Islands include the Virgin Islands, and a chain of others extending as far south as Dominica. The chief island is Antigua, a beautifully-diversified land with a rocky and deeply-indented shore. It possesses many small sugar and pineapple estates, and exports their products. Amongst the Windward Islands, St. Lucia, with its fuming volcanic crater and magnificent peaks, in the north-west, is most conspicuous. It is very fertile and

exceptionally beautiful, and its harbour of Castries, now a British naval station, is probably the finest in all the West Indies. Barbadoes, which its white inhabitants delight to call "Little England," is the most "windward" of all the islands, and is subject to fearful hurricanes.

12. Many of these Windward Islands are volcanic in origin, and are subject to eruptions and earthquakes of a very destructive character. In the first week of May 1902 the volcano of La Soufrière, in the island of St. Vincent, suddenly poured forth six streams of lava, accompanied by whirlwinds of poisonous gas and dense showers of stones and ashes. Some two thousand persons were killed; villages and plantations were destroyed; streams and rivers were dried up, and much of the country was covered deep with ashes. Dreadful as was this disaster, it fell far short of that experienced in the French island of Martinique, where more than thirty thousand persons perished.

13. Trinidad and Tobago, the southernmost islands of the West Indian chain, also belong to Britain. One of the most curious features of Trinidad is a lake of boiling asphalt or pitch, situated on the southwest point, near the Gulf of Paria.

14. This remarkable lake has been compared to a black circular plain set in a frame of dense forest. Though in the centre of the lake the pitch is always seething and boiling in a thick, half-liquid state, near the sides it is hard and strong enough to bear the weight of a man. The old buccaneers originally discovered this natural pitch pot, and used its con-

tents to calk their vessels. Now, hundreds of tons of pitch are exported every year.

15. Tobago, about eighteen miles to the northward of Trinidad, has had an eventful history. It was first claimed in 1608 by England; but the Dutch, Spaniards, and French all desired it, and it changed owners several times before it finally became the acknowledged property of Great Britain. Like Trinidad, it has some large forests of valuable timber, and sugar plantations. Cocoanuts are also produced in this hilly, picturesque little island.

22. BRITISH HONDURAS AND BRITISH GUIANA.

1. In the year 1502 Christopher Columbus sailed across the Atlantic on his fourth voyage of discovery. Penetrating further into the Gulf of Mexico, he reached an unknown coast fringed by numerous coral islands.

2. The land thus discovered was clothed with dense forests of all kinds of valuable trees, and the soil was magnificently fertile. The Spaniards soon founded settlements on the coast; but early in the seventeenth century English buccaneers formed wood-cutting camps in the forests. In 1783 the British finally took possession of Honduras, and in 1884 it was erected into a separate crown colony.

3. British Honduras has Yucatan on the north, and the republic of Guatemala on the south. Its principal wealth lies in its forests, which produce mahogany,

logwood, cedar, and other useful and beautiful woods, while the castor-oil plant grows wild, and the sugarcane, the banana, and a variety of other tropical plants are successfully cultivated.

4. The principal river is the Belize, which crosses the centre of the colony, and separates the hilly southern part, where the Cockscomb Mountains rise to a height of 4,000 feet, from the northern plains, which are mainly swamps and lagoons. The only town is Belize, which is so named after an old buccaneer named Wallace. Belize has no harbour, and steamers are obliged to lade and discharge their cargoes by means of lighters.

5. To the south-east of Honduras lies the magnificent but undeveloped colony of British Guiana, the only British possession on the mainland of South America. Guiana is well watered, and as most of the rivers enter the sea through deltas, the coast region is scored in all directions by channels. The land is, of course, very low; in many parts it is actually below sea-level.

6. The Dutch, who were the first to take possession of the country, constructed dikes and walls to keep back the sea, and the fertile land so reclaimed is still the only cultivated and civilized part of Guiana. The longest river is the Essequibo, which enters the sea by a broad mouth after a course of some six hundred miles.

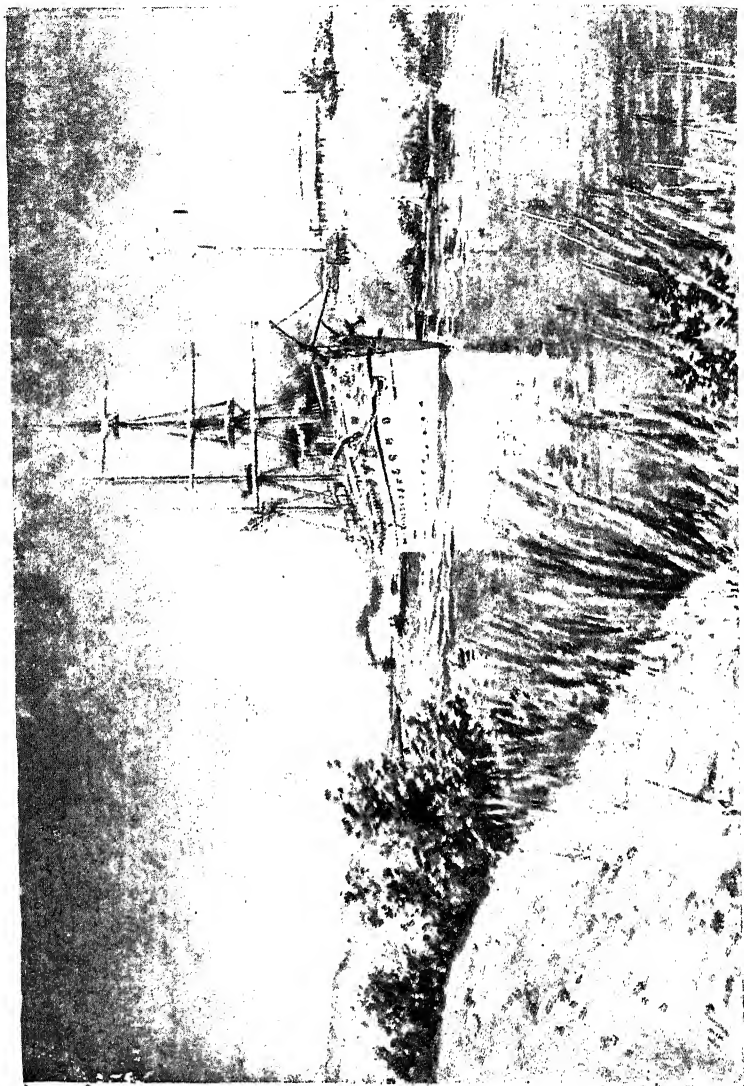
7. The inland regions are not yet thoroughly explored. Beyond the mangrove swamps, which are half land, half sea, and the low-lying, cultivated coast strip, the country rises in a series of densely-wooded terraces

leading to grassy, treeless table-lands, called savannas. The forests yield valuable timber, and a kind of gutta-percha known as balata; orchids are abundant, and the wonderful *Victoria regia* water-lily grows in the rivers.

8. The tapir, ant-bear, and jaguar abound; alligators and immense fish swim in the rivers; and the trees are gay with monkeys, parrots, macaws, toucans, and humming-birds. The beauty and variety of the vegetation, birds, beasts, and insects are astonishing. Gold-mining is now carried on, and there are diamond fields, as well as deposits of iron ore and manganese.

9. The colony is divided into three counties—Essequibo, Demerara, and Berbice. Demerara is the most important, and, indeed, it has long been used as a general name for the whole colony. The capital, Georgetown, is situated on the right bank of the river Demerara just where it enters the ocean. A stone wall a mile in length bars out the sea, and as the land is below the level of the waves, steam pumps are constantly at work draining it.

10. Palms and other trees are planted about the streets, and from the sea the whole place looks as though it were set down in a wood. In spite of its wonderfully fertile soil, which would easily grow enough sugar to supply the mother country, the colony is at a standstill. The competition of bounty-fed beet-sugar grown on the continent of Europe has damaged it greatly. Arrangements have now been made by which bounties no longer operate, and it is hoped that under new conditions our sugar-growing colonies will again become prosperous.



IN THE SUEZ CANAL

THE EMPIRE OF THE EAST.

23. OVERLAND TO INDIA.

1. At eleven a.m. every Thursday a special fast train for Dover steams out of Victoria Station, London, carrying passengers for India. This is the first stage of the great overland journey to the East. From Dover the cross-channel steamer carries them to Calais; and long before morning dawns they are being whirled across France towards the Mediterranean port of Marseilles, which they reach shortly after seven a.m. on Friday. The eastward-bound steamer sails as soon as possible after the arrival of this train.

2. We who are not pressed for time, and have no great dread of the sea, embark at Tilbury on the preceding Friday. Our steamer coasts along to Plymouth, and then crosses the "chops of the Channel." Away on the port bow are the Channel Islands, the sole relic of that French empire which our early kings strove in vain to maintain. Sighting the lighthouse on the steep, craggy islet of Ushant, we soon find ourselves pitching and rolling in the boisterous waters of the Bay of Biscay.

3. Steaming south-westward for 365 miles we sight Cape Ortegal, then Cape Finisterre, and skirt the shores of Portugal. In course of time we make out Cape Roca, the western point of Europe, and later on catch a glimpse of Cape St. Vincent, memorable for Sir John Jervis's great victory on that

"glorious Valentine's Day in the year 1797." In this sea-fight Nelson played a most conspicuous part.

4. Now the cry is "Eastward ho!" and our course is shaped for the Straits of Gibraltar. Soon we sight the low, sandy cape of Trafalgar, and our grateful thoughts turn at once to the little one-armed, one-eyed hero of a hundred fights, who passed away in the waters on which we are now sailing, while the huzzas of his victorious seamen rang in his dying ears.

5. In a few hours we enter the Strait of Gibraltar, and see towering out of the gleaming blue waters the famous "Rock," over which the Union Jack has waved since the year 1704. "The fabric of our empire is only held together by the ocean courses of our warships. They are the invisible girders supporting the empire, and our naval stations are their points of rest." Gibraltar is the first of these naval stations on the route to India. Its guns practically command the strait, and for this reason is it called the "Key of the Mediterranean."

6. The "Rock" is a mighty, rugged promontory, rising to a height of more than 1,400 feet, and having an area of about two square miles. It is joined to the mainland of Spain by a sandy isthmus, which is considered by the British and the Spaniards as neutral ground. The town of Gibraltar lies on the west side of the bay, and is the centre of a large trade between the United Kingdom and the north of Africa. It occupies a succession of terraces overlooking a beautiful bay, and has a motley popula-

tion of British soldiers, Spaniards, Jews, and Moors. Gibraltar is a coaling-station of the first importance, and the station of the Atlantic fleet.

7. The chief feature of Gibraltar is the wonderful strength of its fortifications. Three sides of the gigantic rock are unclimbable, and the fourth side bristles with great guns. "Every spot from which a gun can be brought to bear is occupied by cannon, which oftentimes quaintly peep out of the most secluded nooks, among geraniums and flowering plants."

8. Broad galleries and passages have been carved out of the living rock, and every twelve yards the murderous-looking muzzle of a big gun peers through a porthole, and threatens a warm reception for hostile visitors. Only enemies, however, are unwelcome, and traders are constantly coming and going, secure in the peace which those menacing guns ensure. Our good ship now steers for Marseilles, and takes on board the passengers who have come overland.

9. The next pier of the great British bridge which spans the globe is the "little military hothouse" of Malta, which lies nearly in the centre of the Mediterranean, only fifty-six miles south of Sicily. Our steamer does not call; but the island may be conveniently described here. Malta is the chief of a group of three islands and some rocky islets, which, taken together, are less in area than the smallest English county. Their importance, however, is not to be measured by their size.

10. Valetta, the capital, is almost as strongly forti-

fied as Gibraltar itself. It stands on a lofty tongue of limestone rock, and on each side has a magnificent harbour in which a whole fleet can anchor safely. As the headquarters of our Mediterranean fleet, a calling-place for ships, a fortress, and a coaling-station, Malta is of the utmost importance.

11. The ground is very rocky, but it is thinly covered with a rich mould of such great fertility



VALETTA.

that it supports a larger number of people to the square mile than any other equal area. The little fields are surrounded by stone walls, to prevent the soil from being washed away by the fierce wind and the rain torrents. Flowers, fruit, grain, and potatoes grow luxuriantly. The Maltese are a sober, industrious people, and are very proud of their island home, which they call "the flower of the world." The chief products of the island are cotton, wine, and corn.

12. Now we must leave these interesting islands on which St. Paul was shipwrecked, and where the Knights of St. John held sway for nearly two centuries. We must even deny ourselves the pleasure of a visit to the wonderful church of St. John and the magnificent palaces of the Knights. In four days we shall be at Port Said, the coaling-station at the Mediterranean end of the famous Suez Canal. During the course of



A CYPRIOTE VILLAGE.

(Papho, the Paphos of the Scriptures. It was an important seat of heathen worship in ancient times.)

our voyage we pass Cyprus, a large island now under British dominion. It forms the third of the Mediterranean links in our golden chain of empire.

13. Cyprus is too far eastward to be visited by vessels on their way to the Suez Canal. But though it does not lie, like Gibraltar and Malta, on the direct route to India, it is, like them, a valuable outpost

where ships and troops can be stationed to safeguard British commerce on this important short-cut to the East. The island, which is the third largest in the Mediterranean, is a little larger than Norfolk and Suffolk put together.

14. Mountain ranges fringe the northern and southern shores, and seen at a distance from the west, Cyprus looks like two islands parallel with each other. Between them is a large plain. The northern range has steep sides and jagged peaks. Its highest summit is not so lofty as Snowdon, and its most remarkable peak resembles a hand with the fingers outstretched. The southern range reaches 6,400 feet, and is covered with valuable forests.

15. The soil is so fertile that almost any kind of heat-loving plant grows luxuriantly. Unfortunately the seasons are uncertain, and swarms of locusts sometimes make a descent on the crops, and march like a devastating army over the country, clearing off every green leaf and every blade of grass that lies in their path. Huge screens are erected and deep trenches are dug across their line of march, and into these the destroying hordes fall by thousands. Though much has been done to relieve Cyprus of this terrible pest, no one has yet discovered an effectual method of stamping it out.

16. When this can be accomplished, and when the Cypriotes have recovered from the effects of a long course of neglect and misrule, there is every hope that their island will become as rich and prosperous as nature clearly intended it to be. Cyprus

produces cereals, cotton, wine, olive oil, carobs, silk, salt, sponges, and leather, but she has no harbours to make commerce easy.

17. In 1899 a large loan was made for harbour construction, railways, and irrigation works. A railway now connects the deep-water harbour which has been made at Famagusta, on the east coast, with the capital, Nicosia, which stands on the central plain. Cyprus abounds in the remains of its early inhabitants. There is hardly a museum in the world which does not contain objects of interest from Cypriote tombs.

24. EASTWARD HO !

1. We are now at Port Said, and our coal-bunkers must be refilled. Port Said is a useful place, but it certainly is not ornamental. It is largely made up of warehouses standing on a strip of desert, bounded on one side by a surf-beaten beach, and on the other by a dreary-looking lagoon. Few more desolate places exist, for the surrounding country is a wide, treeless, sandy waste.

2. Nevertheless, Port Said is a busy town, for it is the port of entrance to that wonderful waterway the Suez Canal, which cuts right through the Isthmus of Suez, and forms the main channel of communication between Europe and the East. Begun in 1859, the canal was completed ten years later. It was the work of Ferdinand de Lesseps, a French engineer; but it is not the property of any one

nation, though thirty-five per cent. of the shares in the undertaking belong to Britain. Even in time of war all vessels, whether armed or not, are allowed to pass through it unmolested ; and all the nations of Europe have agreed that it shall never under any circumstances be blockaded.

3. This most useful canal is as dreary throughout

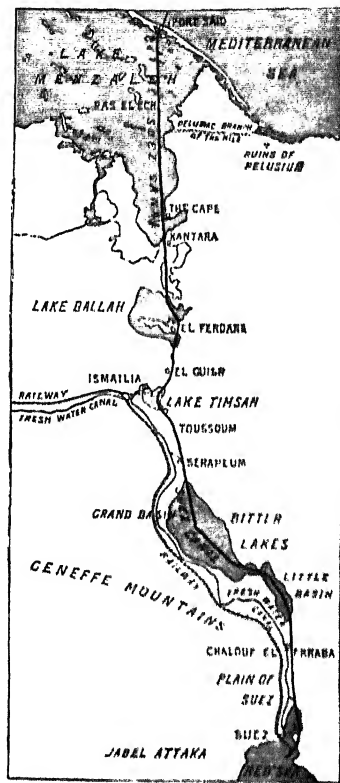


AT PORT SAID.

as it is at its entrance. Except where it passes through lakes and lagoons, it is very narrow ; and as rapid steaming is not allowed, lest the sandy banks should suffer, the voyage through the canal is rather wearisome. Except at Ismailia, where the railway to Cairo meets the canal, and at a few specially constructed sidings, there is not room for two vessels to

pass each other. But there is no confusion, for the traffic is worked on a sort of block system, and the position of every vessel in the waterway is constantly telegraphed to the office where all the business of the canal is regulated.

4. By means of an ingenious model with which the office is furnished, the officials can see at a glance the position of every vessel, and messages constantly flash over the wires to direct this or that ship to lie up in such and such a siding, in order that some other vessel may pass it. Vessels provided with a sufficiently powerful electric light can navigate the canal at night; all others must only proceed by day. The canal is 87 miles long, 28 feet deep, and varies in width from 41 to 120 yards. On an average twelve vessels pass through the canal every day, and seven out of every ten are British.



PLAN OF THE SUEZ CANAL.

5. Three miles from the southern end of the canal

rock rising out of the sea, and connected with the mainland by a low, narrow neck of land. Both have a good natural harbour, both are coaling-stations, both are free ports and busy trade centres, and both keep watch and ward over important trade routes. Most of the inhabitants live on the peninsula, which really consists of a huge crater walled in by precipices.



MARKET-PLACE AT ADEN.

Within this crater is the town. It is not a pleasant place to live in, for the heat is very great. Water is so scarce that it is bought and sold, and much of it is obtained by condensing sea-water.

8. Amidst the hills at the back of the crater are a number of tanks for collecting the rain which falls sometimes, though rarely. These tanks were dug out

of the rock many centuries ago, but were buried and forgotten until 1854, when a British engineer discovered them, and restored them to their ancient use. They are capable of holding twenty million gallons of water. Almost everything needed to sustain life in Aden has to be imported from the hinterland, which is now under British control. As we might expect, the market-place is very busy, and is always crowded with camels.

9. In the streets of Aden a most motley crowd may always be seen—British red-coats and blue-jackets, Arabs from the interior, Parsi merchants, native soldiers from India, Somalis from the “horn of Africa,” and coal-black negroes from the far Sudan. Aden is really part of British India, for it is subject to the government of Bombay.

10. We now continue our voyage, and our course soon carries us out of sight of land. The British island of Sokotra, off Cape Guardafui, is seldom visible; nor do we see the Kuria Muria Islands, which are also a dependency of Aden. On our port side is the coast of Hadramaut, which at Ras-el-Hadd abruptly trends north-west to the Gulf of Oman and the entrance to the Persian Gulf. Off the west shore of this gulf is the British island of Bahrein, with a busy pearl fishery. The gulf itself is now regarded by our statesmen as a British lake.

11. Aden, 4,990 miles from London, is the last stopping-place on the overland route. Our ship now heads for Bombay, 1,664 miles distant. We arrive twenty-one days after leaving London.



RELIEF MAP OF INDIA.

25. BRITISH INDIA.

1. We have now reached the great empire of India, which has been well called "the brightest jewel in the British crown." India is a great military dependency, won by force of arms and held by force of arms. When the British first set foot on its shores they found a dense population, settled governments, and great cities with long histories behind them. They found

also a climate unsuitable for the permanent home of Europeans. After a century and a half of occupation, the only British in India are temporary sojourners—soldiers, officials, and merchants. India remains and will remain the land of its own people.

2. India might be carved into thirteen Great Britains. Let us put the comparison in another way. The distance from the huge barricade of the Himalayas, on the north, to Cape Comorin, India's most southerly outpost, is as great as from Iceland to Spain; while from Bombay, on the west coast, to Calcutta, on the east, is as far as from London to Naples. Within the vast bounds of the Indian empire we find nearly one-fifth of all the inhabitants of the earth. For every single individual in our islands India has more than seven.

3. A bird's-eye view of India would show us three great tracts of country, varying greatly in character. In the north we should see the vast mountain region of the Himalayas, a huge, tumbled mass of country extending in a great curve from the western limits of Kashmir to Burma, and forming the loftiest highland system on the globe. We should observe that it was composed of several parallel ranges, separated by enormous valleys, and that it formed a continuous mountain wall long enough to link Cader Idris with the Caucasus.

4. The Himalayas contain more than forty peaks which rise from 23,000 to 29,000 feet amidst eternal snows. Amongst them is the hoary head of Mount Everest, the highest point of the whole world.

The width of this vast mountain region varies from 180 to 220 miles, and there are single valleys in it which would contain the whole of the Alps. It is pierced by passes, most of which are higher than the summit of Mont Blanc.

5. The Himalayas slope gently towards Central Asia, but on the Indian side descend steeply in a series of great terraces towards a vast plain extending across the breadth of India. Great rivers water it, and bring down millions of cubic feet of fertile silt every year. This plain gradually rises to a belt of hilly country, consisting of the Vindhya and Satpura ranges; and beyond them extends the triangular plateau of the Dekkan, which comprises the southern half of India.

6. The whole of this great table-land, which is crossed by mountain chains, cleft by river-valleys, with here and there a broad, level upland, slopes to the Bay of Bengal, and is bordered on the east and west by two coast ranges of mountains known as the Ghats. The Eastern and Western Ghats meet at the apex of India in the Nilgiri or Blue Hills.

7. India is a land of mighty rivers. Many of them are fed by the perpetual snows of the great northern mountain range, and therefore their volume of water does not, as is so often the case in hot countries, diminish during summer. The great rivers are even now important waterways, though the railways have largely superseded water carriage, except in the case of heavy goods.

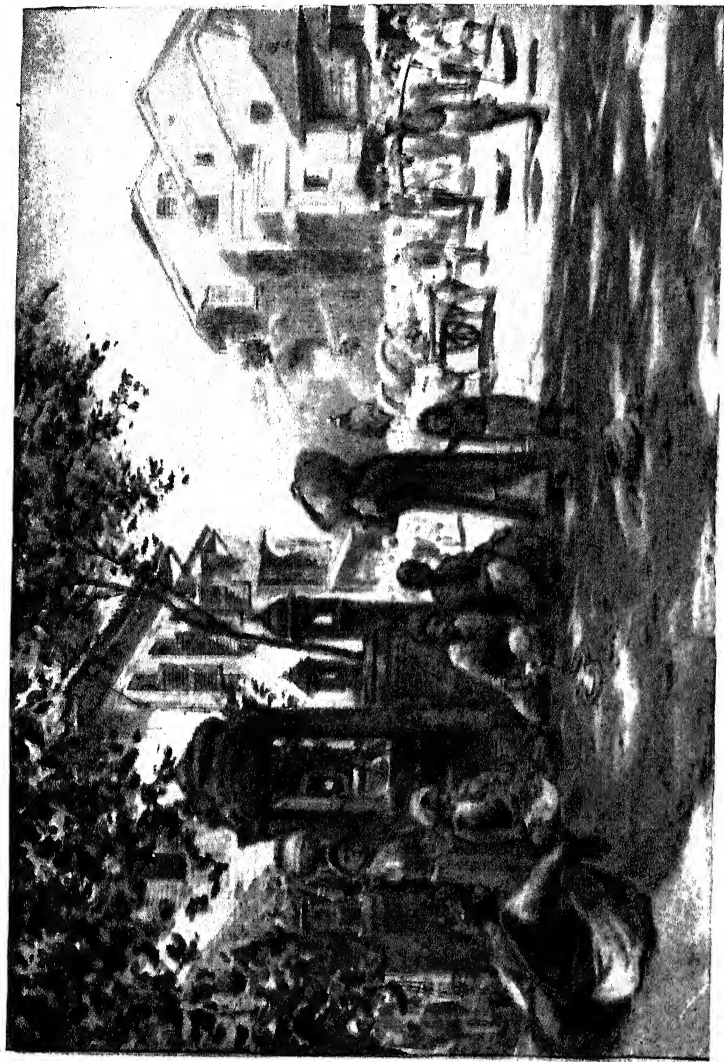
8. The most important river on the west is the Indus,

which rises 18,000 feet above sea-level on the northern slopes of a Himalayan range. On emerging from the mountains it receives a tribute of water from Afghanistan by the Kabul River, which joins its right bank at Attock, almost on the frontier of British India. Lower down it skirts the Suliman Mountains, and receives their drainage. Its greatest feeders, however, are the united streams of the Jhelum, Chenab, Ravi, and Sutlej, which all take their rise in the Western Himalayas, and flow through a rich tract of country.

9. These four great tributaries, with the Indus itself, give their name to the Punjab, or "land of the five rivers." After the Indus is joined by these streams, it flows on to the sea without receiving another tributary, and performs for the great province of Sind the work which is done for Egypt by the Nile.

10. Another great river, the Brahmaputra, rises at no great distance from the source of the Indus. The Brahmaputra, at first known as the Sanpu, is only in part an Indian river, for in the first thousand miles of its course it flows on the northern side of the Himalayas. Then turning abruptly southward, it bursts through a gorge in the mountains, rolls onward through the plain of Assam in a broad, turbid stream, and joins the Ganges. In the lower part of its course it is much subject to floods. When they subside, the land is coated with a fertile mud brought down by the river from the mountains. The Brahmaputra is still the main highway to the north-east.

11. Now we come to the Ganges, one of the mightiest and most useful rivers in the whole world. No



INDIAN STREET SCENE.

other river of India so richly deserves the gratitude and homage of the Hindus, for more than one hundred millions of people draw life and prosperity from its never-failing waters. Every year the Ganges and its tributaries bring down enough silt to form a top dressing on the land for nearly a thousand square miles, thus enabling the Indian farmers to dispense with manure. Vast canals have been made from the main river, and the fertilizing waters have been led over miles of country formerly parched and sandy, but now bearing good crops. Many of the Indian irrigation works are triumphs of engineering.

12. From an ice-cave on the southern slope of the Himalayas the Ganges leaps forth, and dashes furiously, through deep gorges and narrow ravines, to the plain below. At Hurdwar it leaves the mountains, and it is here tapped by irrigation works. Four thousand miles of main and branch canals spread its waters over a wide area, and lead them back to the natural bed at Cawnpore.

13. At Allahabad the Jumna, which has pursued a parallel course from the mountains, joins the Ganges, and the river becomes a magnificent waterway. The combined stream discharges itself into the Bay of Bengal by the largest delta in the world. It mainly consists of a wilderness of forest and swamp, through which the myriad streams slowly struggle seaward.

14. In the eyes of the Hindus the Ganges is a sacred river: from its source to its mouth every foot of soil on its banks, every drop of water in its bed, is holy. Even more sacred than the Ganges is the

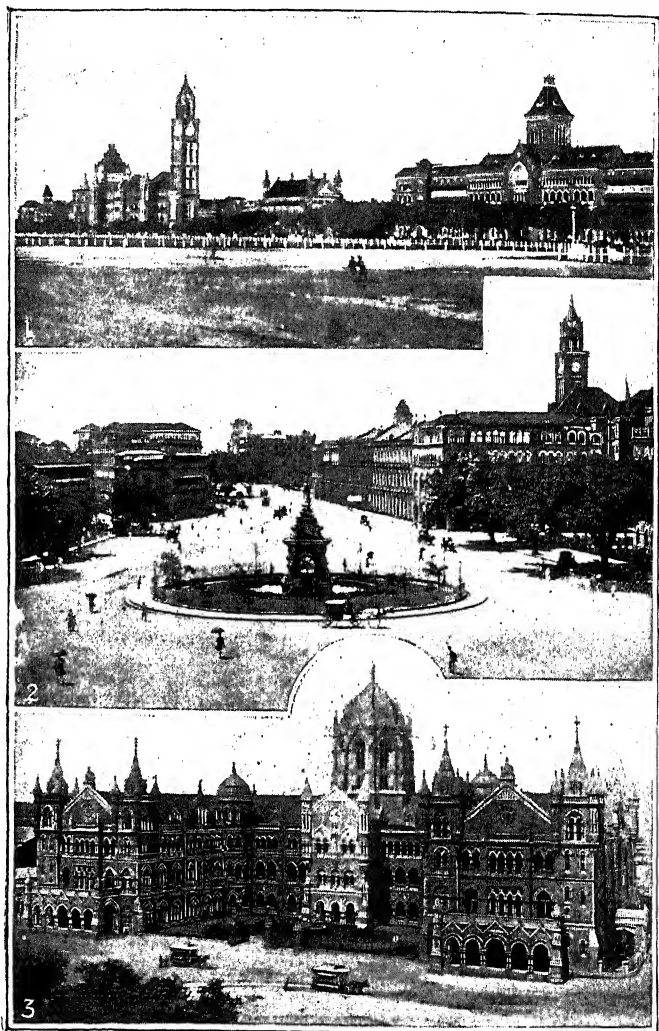
Narbada, whose source in the highlands of the Dekkan is carefully walled in and surrounded by temples. The river flows through a wide valley between the Satpura and Vindhya ranges, and enters the Gulf of Cambay. In the rainy season its torrent is too impetuous for navigation; in the dry season there is but little water in its bed.

15. Flowing in an almost parallel course below the southern face of the Satpura range is the Tapti, the only other important stream which finds its way to the Arabian Sea. On the eastern slope of the Dekkan there are a number of fine rivers, the largest being the Godavari and the Kistna.

26. A COASTING VOYAGE FROM KARACHI TO PONDICHERRY.

1. The port of Karachi stands at the western extremity of the Indus delta, and from it the produce of North-western India is shipped to all parts of the world. Steaming out of Karachi harbour into the Arabian Sea, we begin our coasting voyage round the great Indian peninsula, which projects southward for 2,000 miles, and comes within eight degrees of the equator.

2. Our course is set to the south-east, and for half a day or so we skirt the low, swampy delta through which the many streams of the Indus find their way to the sea. Then we sight the low, sandy shores which form the margin of the great Indian



VIEWS IN BOMBAY.

1. Esplanade, showing (from left to right) Public Works Office, Rajabai Clock Tower, University, and Government "Secretariat." 2. Esplanade Road. 3. Victoria Railway Terminus (burnt down in 1905).

(Photos by Cumbridge.)

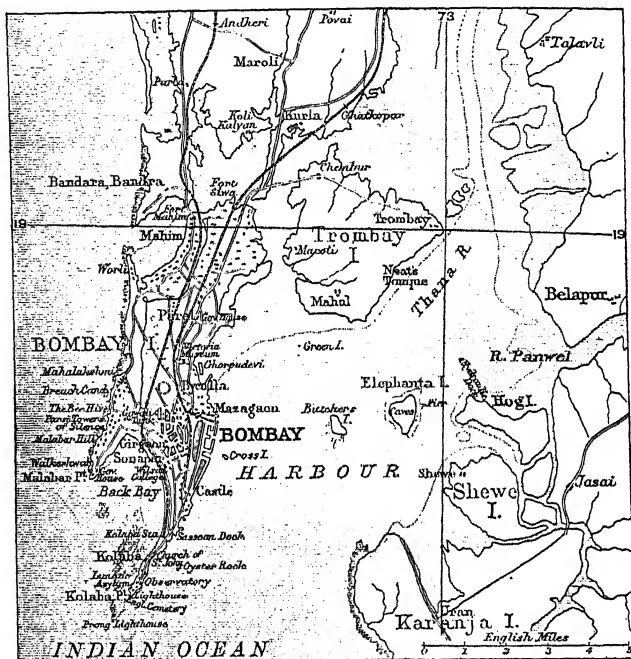
desert, and speedily approach the Gulf of Cutch, which runs far inland, and expands into a remarkable region known as the Rann of Cutch.

3. During the dry season most of this district is a dazzling, salt-encrusted waste, said to cover some 9,000 square miles, over which roam herds of wild asses and antelopes. From April to September, however, it is a vast shallow sea, from one foot to three feet deep. The eastern part is deeper, and can then be entered from the gulf by small craft; but in October the whole district is dry enough to be crossed on foot.

4. Now we skirt the shore of the fertile peninsula which lies between the Gulf of Cutch and the Gulf of Cambay. At the mouth of the Tapti, on the eastern shore of the latter gulf, we see the old town of Surat, which during the seventeenth and eighteenth centuries was the most important seaport of all India. The Tapti, however, gradually silted up, and Surat lost its trade. It will, nevertheless, always be interesting, for it was the site of the first trading-station ever established by the East India Company on the Indian peninsula.

5. We now push on with all speed to Bombay, the "gate of India," and one of the most important seaports in the world. Bombay stands on a small finger-like island, which is joined to a larger island, and then to the mainland, by causeways and railroads. Between the islands and the mainland is the magnificent harbour, which contains, amongst other islands, that of Elephanta, with its wonderful cave-temples cut out of the solid rock.

6. Bombay was part of the dowry which the Portuguese wife of Charles the Second brought to her husband. At first it was thought to be of no account, but now it bids fair to surpass even Calcutta, the capital of India. As we shall revisit



BOMBAY: ISLAND, TOWN, AND HARBOUR.

Bombay when we come to make an extended tour of the peninsula, we shall not now go ashore, but continue our voyage to the south.

7. At once the character of the coast-line changes. Instead of the flat, sandy shores of the more northerly coast, we find the mountains known as the Western

Ghats, rising steeply in a series of great steps from the narrow coastal plain. During the remainder of our voyage to the southern tip of India this mountain rampart is always in sight. For a thousand miles it is almost unbroken, and except for a few passes through which roads have been made, it forms a mighty rampart to the Dekkan plateau.

8. Still sailing southward along the Malabar coast, we come to one of those little possessions which have been retained by France and Portugal in India. It is the island-fringed district of Goa, which is somewhat larger in area than Staffordshire, and still belongs to Portugal. The soil is very fertile, and cereals, rice, tropical fruits, pepper, and cinnamon grow in great abundance, while the forests yield excellent teak. Two other little places, both north of Bombay, also belong to Portugal.

9. We continue to forge ahead, and after covering another three hundred miles or so slow down off Mahé, the first of the five factories which are all that remain of the former French empire in India founded by Dupleix, and wrested from him by Clive. The whole of the French possessions in India do not cover more than two hundred square miles; their population is small, and their trade is insignificant.

10. A short distance south of Mahé is Calicut, now important as the terminus of a railway which passes through a gap in the Ghats and crosses the Dekkan to Madras. As we pass by we recollect that Calicut was the place where Vasco da Gama landed on his first voyage to India in 1498. The town gave its

name to the cotton cloth now called calico. It was first introduced into Europe by the Portuguese.

11. Far away, and of course invisible, on our star-board, lie the Laccadives, a group of low islands, each surrounded by a coral reef. Their principal product is coir, or cocoanut fibre, which is sold at a fixed price to the Madras government and to a native rajah.

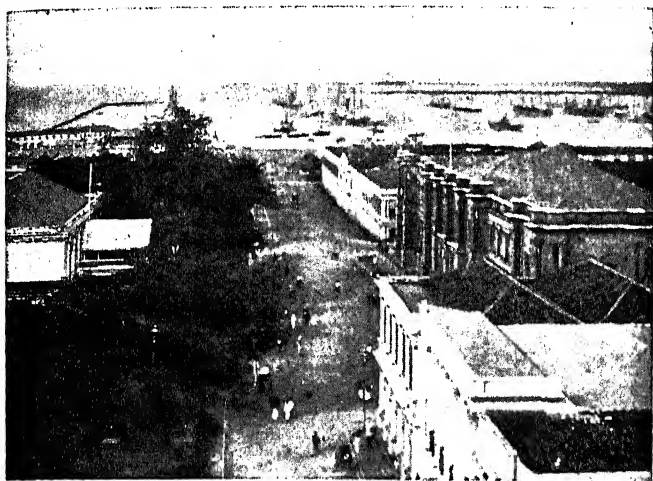
12. Nearly a hundred miles to the south of Calicut is the town of Cochin, which stands at the entrance to a long line of navigable lagoons running parallel to the coast. Cochin is a busy place, with a harbour, citadel, and shipbuilding yards. It, too, has associations with the early European voyagers to India.

13. Still proceeding southward, we arrive in due course at Cape Comorin, the southern point of India, and see the waters of the Gulf of Manaar stretching away to the east. Across the gulf is the British island of Ceylon.

14. It was formerly a part of Southern India, and even now is almost connected with the mainland by a ridge of sand and rocks, known as Adam's Bridge. In few places along this bar is there sufficient water for ocean-going steamers even at high tide. A proposal has been recently made to close up the narrow channel between the island of Rameswaram and the mainland of Southern India, and then cut a ship canal through the island itself. If this is done, ocean-going steamers bound for the Bay of Bengal will be able to save the voyage round Ceylon. It is also proposed to bring the railway from India to

Rameswaram. Ultimately it may be continued over the Adam's Bridge shoals and Manaar Island to loop up with the Ceylon system.

15. From Cape Comorin we steer directly for Colombo, on the western shore of Ceylon. Here we find a spacious and well-protected harbour, sheltering a number of mail-steamers; for Colombo is a calling-place on all the routes between Europe, Australia,



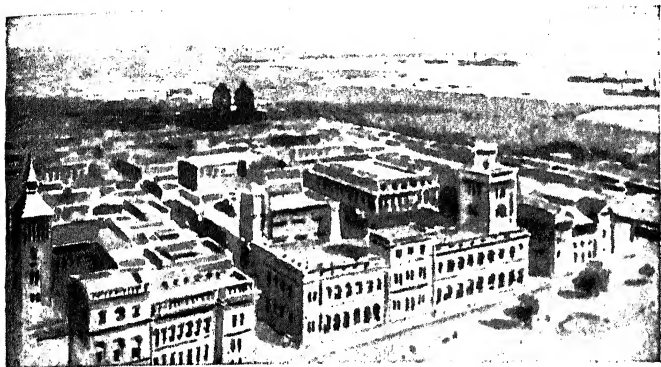
COLOMBO HARBOUR.

and the Far East. Colombo is an interesting and handsome town. The picturesque dresses of its inhabitants, the Cinnamon Gardens, the fresh-water lake, and the so-called Galle Face, where the long ground-swell of the Indian Ocean comes thundering on the beach, are full of charm for those who have spent weary weeks on board ship, and are now resting a few days before continuing their voyage.

16. We leave Colombo with regret, and sailing along the west coast of the island manage to catch a glimpse of Adam's Peak, the highest summit of the island, and, according to the Sinhalese, the home of our first parents after they were driven out of the garden of Eden.

17. We now reach Galle, which has lost its trade since the rise of Colombo. Five hundred miles to the west is the coral group of the Maldives, under the political control of Ceylon. Now we skirt the southern shore of the island, and turn northward along the east coast. Everywhere we see lofty and well-wooded mountains rising from a jungle-covered plain fronting the sea. We pass Trincomali, the old headquarters of the East Indian squadron of the British Navy, and after steaming a hundred miles northward, cross the eastern end of Palk Strait, and find ourselves off the Coromandel coast in the Bay of Bengal.

18. As the dreaded cyclone season has not yet arrived, our voyage along this coast is very delightful. The skies are unclouded, and the ocean seems asleep. Nothing breaks the unruffled calm of its surface but the tiny ripples of the flying-fish as it leaves or returns to its native element. Not a sail is to be seen all day, and at night the setting sun turns the softly-moving sea into a broad sheet of ruby and purple. Then comes the wonder of the tropic night—the deep violet heavens, jewelled by the moon and the stars, which shine with a purity and brilliancy quite unknown to dwellers in the clouded North.



MADRAS.

27. FROM PONDICHERRY TO SINGAPORE.

1. About a hundred miles north of Palk Strait lies the French possession of Pondicherry. As we pass we see the town, which is a well-built place, with a pier half a mile long, but with no harbour. The place is chiefly engaged in weaving and dyeing cotton cloth. Coasting northward we reach the city and seaport of Madras, which stretches along the surf-beaten and sun-scorched shore for nine miles.

2. Until a few years ago vessels had to lie in the roadstead, which is sometimes swept by terrible hurricanes. Then the visitor had to go ashore in a *catamaran*, or native boat, propelled by paddles. These frail craft ride the breakers like sea-gulls, and the native boatmen guide them through the rolling surf with wonderful strength and skill.

3. Now, however, an artificial harbour has been constructed; but the difficulties of keeping it in repair are enormous, for the force of the waves will some-

times sweep away half a year's work in half an hour. Two great converging piers, each about three-quarters of a mile long, have been built, and inside them is a harbour about three-quarters of a square mile in area.

4. As we sail northward, at a distance of some five or six miles from the smooth, sandy shore, we see far away the low and faint line of the Eastern Ghats. Unlike the Ghats of the west coast, they are low and winding in their course, and leave a wide stretch of plain between their base and the seashore. Scarcely anywhere along this seaboard do we find bays or harbours. There is nothing to attract our attention until we see, by the muddy character of the water, that we are approaching the huge delta of the Ganges and the Brahmaputra, which pour their yellow, turbid flood into the sea by means of fourteen large and many small channels.

5. Now we steam up the Hugli, the most important channel of the delta, on our way to Calcutta. We find ourselves stemming the stream of a broad estuary, from five to ten miles in width, with low, jungle-covered banks. Away to the east stretches the wide, swampy district of the Sunderbunds, formed of the earth washed down by the rivers.

6. Here, in a district as large as Wales, we find a maze of channels, some of which are deep enough to admit coasting vessels, but so narrow that the rigging is frequently entangled in the trees on the banks. The thick forests and deep jungles of the Sunderbunds are the abode of tigers and other wild

animals, and the rivers swarm with crocodiles. Parts of this unhealthy region are cultivated, and the ruins of houses and temples which are scattered here and there show us that at one time it was far more widely settled than it is now.

7. Soon the pilot comes on board to guide us through the narrow and shifting channels which lead



NATIVES BATHING IN THE HUGLI.

to the great city. As we approach Calcutta the river becomes crowded with shipping, amidst which are brightly-painted boats with striped hoods, somewhat like Venetian gondolas. Large and small ships laden with cotton, indigo, grain, and timber continually pass by, and the throng of boats gets thicker and thicker as we come to our moorings.

8. We spend nearly a week in Calcutta, the former

capital of British India, and then our ship is ready for sea once more. We say good-bye to the "city of palaces,"* which has by no means an ideal situation.

9. We drop down the Hugli, and are glad to find ourselves once more out in the open sea. For a whole day we skirt the Ganges delta, which is growing year by year, and pushing back further and further the waters of the Bay of Bengal.

10. Steering southward, we speedily find ourselves skirting the shores of Lower Burma, which forms the first lobe of the three-lobed peninsula of Indo-China. The snowy Himalayas, extending towards China, send southward three spurs, which traverse Burma and render it a very hilly country. The most westerly of these spurs draws nearer and nearer to the coast as it runs southward to Cape Negrais.

11. Between the mountains and the sea lies a strip of country which forms the province of Arakan, along the coast of which we now sail. This district is exceedingly hot and damp, and is therefore very suitable for the growth of paddy, or rice. The port of Akyab, off which we now lie, exports an immense amount of this rice, which is brought down the rivers in great barges with quaintly-carved steering-chairs.

12. As we continue our voyage southward, we see behind the coast-line range after range of lofty hills overgrown with most valuable timber. Now we reach Cape Negrais, and changing our course suddenly to the eastward, skirt the low sandy shores of the Irawadi delta.

* See frontispiece.

13. We now reach that mouth of the Irawadi known as the Rangoon River, and breasting the strong current, steam slowly up the muddy stream for twelve miles. Presently we see the immense gilded tower of a great pagoda high above the palms, and learn that we are approaching Rangoon, the chief commercial city of Burma.

14. We come to anchor, and see the custom-house,



RIVER-SIDE VILLAGE IN BURMA.

government buildings, and hotels extending along the broad strand. The bungalows of the British residents stand in gardens filled with rich tropical foliage, and all round the city is a wavy sea of palms, bananas and bamboos stretching away to the horizon.

15. Rangoon is interesting, but as we have yet many thousands of miles to sail before our coasting voyage is ended, we must hurry away. As we sail

down the river, we notice the great teak rafts, each with its little bamboo cottage, drifting towards the city, and see the throng of paddy-boats loaded with rice which is to be transferred to the ships lying at anchor. Nearly seven-tenths of the rice exported from our possessions in the East is grown on the delta of the Irawadi and on the low plains to the east.

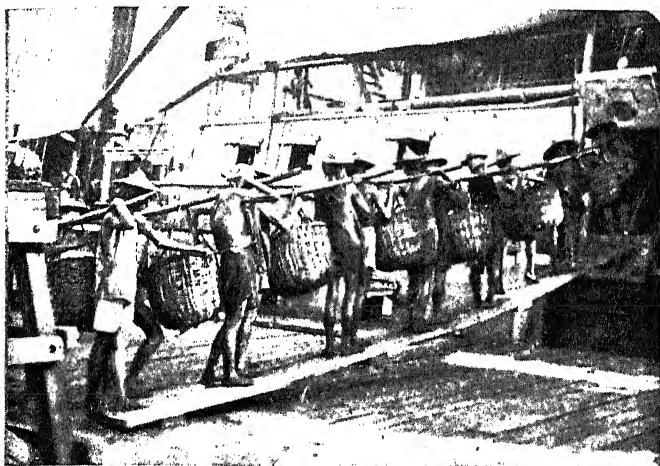
16. Our good ship is now ploughing the waters of the Gulf of Martaban, and is steering south along the narrow province of Tenasserim, which is renowned for its vast teak forests. Off the shores are many islands, which are so crowded together in some places as to form archipelagoes.

17. Far away, and of course out of sight, on the starboard, lie the volcanic and hilly Andaman Islands, covered with dense forests and almost every type of tropical vegetation. The Indian Government now uses one of the islands, which contains the splendid natural harbour of Port Blair, as a convict settlement. South of the Andamans lie the fertile but very unhealthy Nicobar Islands, from which copra and fibre are exported.

18. We enter the Malacca Straits, with the club-shaped Malay Peninsula on our port side and the large island of Sumatra on our starboard. We are still skirting country under British protection, and soon we shall see the first of the Straits Settlements, the small island of Penang. We enter its harbour at Georgetown, where we notice a number of lighters filled with ingots of tin from the mines of the islands. Opposite the island is Province Wel-

lesley, a strip of mainland densely wooded and well watered.

19. In the night we pass the Dindings, and next day we see Malacca, after which we have the shores of the peninsula and of Sumatra in sight until nightfall. Early next morning the Strait islands come into view. Threading their narrow passages



COALING AT SINGAPORE.

with great care, we presently see before us the British island of Singapore.

20. Here we find a bright and sunny city embowered in the richest tropical verdure, and one of the most important seaports in the world. It is an absolutely free port, without a custom-house, and carries on an enormous trade. More than fifty regular steamer lines, from west, east, and south, meet at Singapore.

28. THE CLIMATE OF INDIA.

1. So extensive is India, and so varied in altitude, that almost every kind of climate is found within its bounds. While the plains are unbearably hot and stifling, it is always possible to take refuge on the mountain slopes in what the British call the hill stations, and there enjoy comparatively cool breezes.

2. During the hot season the Viceroy and the higher officials of state leave Delhi, the new capital of India, for Simla, and direct the government from this delightful town. It is beautifully situated on a spur of the Himalayas, running east and west for about six miles. The highest part of this ridge is towards the east, and here we find most of the bungalows. The Viceregal Lodge is on Observatory Hill. Simla abounds in magnificent views; forests of deodars and rhododendrons clothe the hills, and above all we see some of the loftiest peaks in the world lifting their foreheads to the eternal snows.

3. Generally speaking, the Indian year may be divided into three seasons—the hot, the rainy, and the cool. The hot season, which lasts from March to the end of April, is rainless, and the sun's heat is terrific.

4. By the beginning of May the up-draught of hot air rising from the sun-baked land causes the south-west monsoon, heavily laden with moisture, to come rushing in from the Indian Ocean. With a prelude of thunder and lightning the monsoon "bursts,"

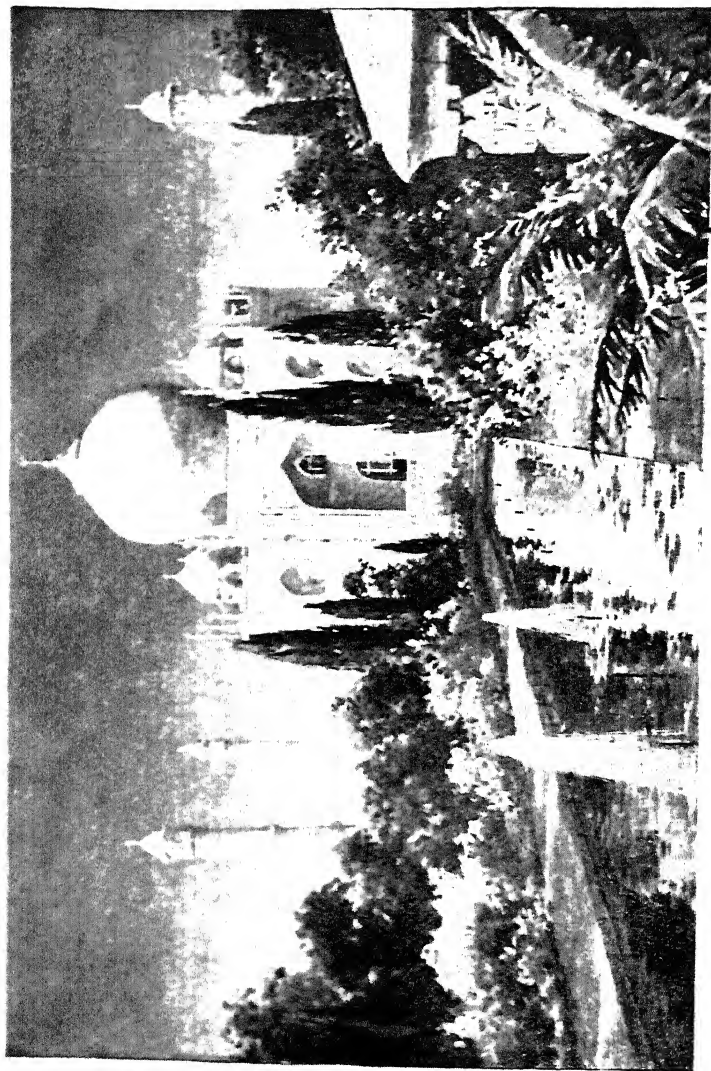
and a deluge falls which continues day after day in an unceasing downpour. On the timely bursting of this monsoon the fortunes and even the lives of millions depend. If the monsoon is delayed, or if the rain is deficient, the crops will fail, and famine will claim tens of thousands of victims.

5. Sweeping up from the Indian Ocean, the clouds first strike against the lofty Western Ghats, and deposit the greater part of their moisture on the narrow coast plains. Very few clouds are able to climb the barrier and condense into rain on the hills of the Dekkan. North of the Ghats the monsoon finds little to bar its progress until the mighty rain-screen of the Himalayas is reached.

6. The double walls of that giant mountain region allow no rain-cloud to pass them. On the southern slopes the rain falls in continuous sheets, while the clouds which rise above the outer peaks are frozen into snow as they attempt to scale the inner heights.

7. A second branch of this monsoon sweeps up the Bay of Bengal, and after flooding the low-lying fields of the Ganges delta, meets the Assam Mountains. Here the rainfall, which amounts to 500 inches in a year, is the greatest in the world. Were it to remain on the surface of the land, the biggest man-of-war afloat could sail over the plains of Assam.

8. The record downpour for a year in this wettest corner of the earth is actually 805 inches—that is, more than ten times as much as falls in the wettest part of the Scottish Highlands. On the other side of the peninsula, however, the rain-clouds travel



THE TAJ-MAHAL.

unchilled over the hot sandy tract known as the Great Indian Desert, which, therefore, receives hardly any rain at all.

9. While the southern slopes of the Himalayas give up much of their rain-water to swell the volume of the rivers, the inner ranges store up their rainfall in glaciers, which form an immense reserve of water for the steady supply of the rivers during the dry season.

10. Tempests of thunder and lightning mark the close of the rainy season, which is succeeded by what is known as the cool season. The land rapidly gives up its heat, but the sea takes longer to cool; consequently there are an up-draught of air from the sea, and a rush of cool wind from the land. This monsoon, which begins to blow from the north-east in October, is pleasant and dry over most parts of India.

11. This north-east monsoon, however, brings the rainy season for the Coromandel coast and the eastern portion of the Dekkan. Sweeping across the Bay of Bengal, the wind gathers up a considerable amount of moisture, which is deposited mainly on the plains between the Eastern Ghats and the sea. These rains, however, are not nearly so heavy or so regular as those which come with the south-west monsoon. They vary greatly in quantity, and sometimes fail altogether. Then the land has to be irrigated by artificial means, and serious famines often occur. The rainy season lasts from May to October.

12. The cool season lasts from November to Feb-

ruary inclusive, but on the plains it is cool only in comparison with the hot season. The difference between the hottest day of the hot season and the coldest day of the cold season in Calcutta is only sixteen degrees. The coldest day the Calcutta native has ever known would be to us a pleasant summer day. At Bombay the range of the thermometer is even less, and European residents declare that they are baked for one half of the year, and boiled for the other half.

29. INDIAN PLANTS, ANIMALS, AND MEN.

1. Few lands have been more richly endowed by nature than India, but its wealth lies chiefly on the surface of the soil and not beneath it. The greater portion of India lies within the tropics, and it has a remarkable wealth of vegetation. As, however, India also includes the eternal ice and snow of the Himalayas, its temperature varies from tropic heat to arctic cold, and the birds, beasts, and plants belonging to every zone can find a suitable climate somewhere or other within its borders.

2. Though a large part of India is under cultivation, there are still vast stretches of forest-land, especially in the mountain regions. These forests are not likely to decrease very much, for they are under the care of skilled and watchful government officials. High up on the Himalayan slopes the pine, cedar, oak, plane, and birch are found. Lower down the magnolia, the tree-fern, the sal, the teak, the

ebony, the tamarind, and the most useful and beautiful tree the bamboo, grow in great profusion.

3. The forests are the home of all kinds of creatures, from the huge elephant to the tiniest beetle. On the Himalayas the animals most frequently seen are the wild goat and the active mountain sheep. Lower down, in the tropical jungles, we find the



THE TIGER.

magnificent Bengal tiger, the panther, and the wild boar. Elephants were formerly so much hunted that it was feared they would soon become extinct. Now they may only be captured by permission of the government.

4. Jackals and wild dogs are found all over India, and they, with the kites and the vultures, do the work of the scavenger. Rhinoceroses may be seen in the

swamps of the Brahmaputra valley, and huge crocodiles, or muggers as the natives call them, inhabit many of the rivers. Snakes are a constant source of danger, and it is said that 20,000 human beings and many cattle are killed every year by them. The most dangerous of the snakes is the cobra. Its bite is very poisonous, and few persons bitten by it ever recover.

5. Tropical India, which includes the greater part of it, is rich in strange, rank growths, thick with foliage and gaudy with blooms. Many of the Indian fruits are very delicious, the choicest of all, perhaps, being the mango. Pineapples, cocoanuts, pomegranates, melons, and bananas also ripen to perfection beneath Indian skies. Coconut palms grow along the coast from Bombay to Cape Comorin, while date-palms and other varieties are found in the dry table-lands and the upper Ganges valley.

6. In the cool hill regions vast quantities of wheat, barley, and European vegetables are grown. Coffee has been introduced, and tea is as much at home amongst the Western Ghats, the Nilgiri Hills, and the plains of Assam as it is in China. A no less important stranger which flourishes in India is the cinchona tree.

7. India is almost wholly an agricultural country. The chief crops of India are millet, rice, maize, wheat, cotton, oil-seeds, indigo, and sugar. Rice, millet, and maize form the staple food of the people, and millions of acres are devoted to the growth of these crops.

8. The best wheat, maize, and barley grown in India

are harvested from the cooler regions of the North-West Provinces and the Punjab, and are exported through the great grain-port of Karachi. Agriculture is carried on in the most primitive way. The ground is merely scratched with a plough which is little better than a sharpened stick. Nevertheless the soil is so fertile that large crops are produced.

9. Farming machinery such as is used in this country is quite unknown to the Indian farmer. The wheat is reaped by hand, and the threshing is done by bullocks and buffaloes, which tread out the grain as in Bible times. The government does all it can to irrigate the corn-growing districts, which are now about two-thirds as large as those of the United States.

10. Cotton is grown in immense quantities in the same districts, but especially in the rich black soil of the Dekkan. Along the banks of the rivers the seeds of the flax plant are cultivated to furnish linseed oil, and jute is largely grown for its fibres, which are woven into rope, sacking, and other coarse cloth. Indigo, which produces the well-known blue dye, and the poppy, from which opium is manufactured under government control, are largely cultivated in the plain of the Lower Ganges.

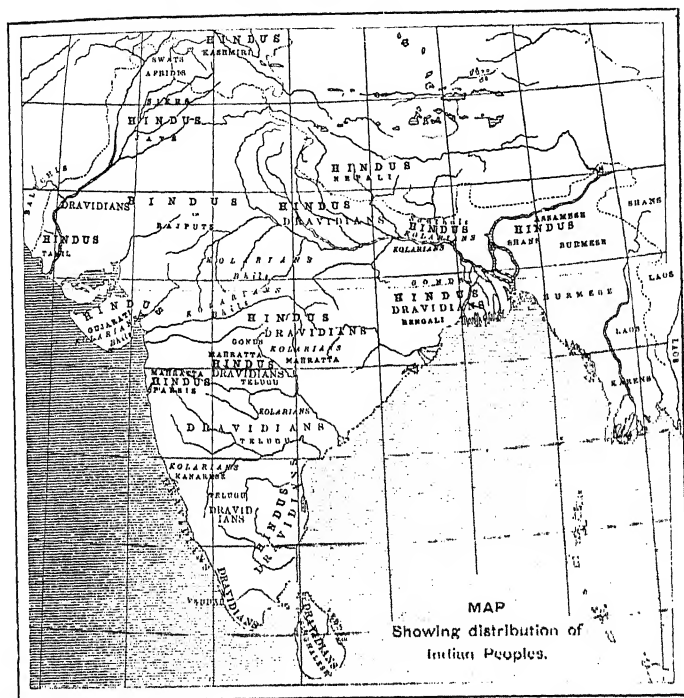
11. India contains over 315 millions of people, divided into almost countless races and languages. Three-fourths of the people are Hindus, who all wear the "livery of the burnished sun," but differ much in build and character.

12. When the fair-skinned Aryans settled on the

Gangetic plain, they found squat, swarthy native races in possession. The newcomers were much superior in every way to the people they had conquered, and they were anxious to remain so. They therefore forbade marriages between the fair and the dark race, and divided themselves into four classes or castes—the Brahman or priestly caste, the warrior caste, the trader and farming caste, and the servant caste. The three highest castes were the ruling classes, and those outside the caste system altogether were called pariahs.

13. The castes were kept apart by strict laws, and the members of one caste might not even eat with those of another without being degraded or defiled. Even at the present day caste is very important, and serious difficulties are caused by it. The Brahman, who represents the highest caste, prefers death to defilement; and, even though half-starved, will throw away his meal rather than eat food on which so much as the shadow of a European or a low-caste native has fallen. To taste beef in any form is considered one of the greatest crimes; for bulls and cows are sacred animals, and must not be killed.

14. The Hindus are fond of their children and relatives, and care for their poor, sick, and aged. None can excel them in patient endurance under trial and suffering, but they hold it no dishonour to fawn and cringe, to lie and cheat. This, however, is due, in large measure, to the many centuries of slavery which the race has suffered. Under British protection they have greatly improved. They have wonderful memories.



The people of India are divided into two great groups: (1) Aryans; (2) Non-Aryans.

(1.) The **Aryans**, who in very early times invaded India from Central Asia, are represented by the Hindus, who form the bulk of the population, and are divided into many subdivisions.

(2.) The **Non-Aryans**, who were in possession when the Aryans arrived, are—
 (a) the **Kolarians**, who probably represent the oldest race in the peninsula; (b) the **Dravidians**, the remnants of an invasion succeeding that of the Kolarians. Both these races inhabit the southern mountains and the hilly parts of the Dekkan.
 (c) The **Tibeto-Burmans**, inhabiting the slopes of the Himalays.

and intellectual powers of a high order. In 1899 a Hindu and a Briton were bracketed together as Senior Wranglers at Cambridge University. In invention and in application of knowledge, however, they are inferior to Europeans.

15. The Hindus believe in one or other of the varieties of Brahmanism; but our King, the Emperor of India, has more Mohammedans under his sway than any other sovereign. A very interesting people known as the Parsis live in and near Bombay. They are descended from the ancient Persian fire-worshippers, and they look upon flame as the emblem of the Almighty. On the altars of their numerous temples sacred fires always burn, and they gather in large numbers on the beach at Bombay to worship the rising sun. They neither burn nor bury their dead, but carry them to the roofless stone dwellings known as the Towers of Silence, where vultures and ravens feed upon the corpses.

30. INDIAN CITIES.—I.

1. As we already know, India is the most densely populated country under the sun. It contains one-fifth of the world's total population, and has at least seventy cities which contain more than fifty thousand inhabitants. Let us make a tour of a few of the more important of these cities. We shall start at Bombay, the greatest seaport of India, and its chief manufacturing centre.

2. Bombay is the European gateway of India. It stands, as we already know, on a small island, which is joined to a larger island, and then to the mainland, by causeways and railroads. Between the islands and the mainland is the magnificent harbour. An

immense trade from West and East passes through its docks, and its industries, which are many and important, include cotton spinning and weaving. Its population approaches a million souls.

3. If we climb the bungalow-strewn heights of Malabar Hill, we shall look down on a number of magnificent public buildings. Seaward we shall see the dazzling blue waters of the bay, and in the dis-



A STREET BARBER.

tance the dark heights of the Western Ghats. But the chief interest of Bombay to a visitor lies in the wonderful colour, life, and variety of the people that walk its streets. Here is a motley assemblage of almost every Eastern race and nation. Creaking carts, drawn by strings of patient, sleepy-eyed oxen, thread their way amidst tramcars and English carriages.

4. The natives seem to live their lives in the public gaze, doing in the roadway, the gutter, and the little open shop a thousand things that Europeans perform within closed doors. The merchant, unclad save for his loin-cloth, posts up his accounts with a reed upon long rolls of paper, under the eyes of all the world; the barber shaves his customer, and sets right his ears, nostrils, and fingers by the side of the street; worshippers stand with clasped palms before the images of their gods; and beggars squat in the sun crying for alms.

5. The water-carrier, or *bhisti*, goes about laying the dust with water from the goat-skin on his back; the slim, bare-limbed Indian women glide along with baskets on their heads. Overhead, amidst the feathered crowns of the date-palms and the sacred fig, numberless squirrels and parrots are to be seen, while the air is clamorous with gray-necked crows. Every new-comer is lost in amazement at the abundance of animal life within the city.

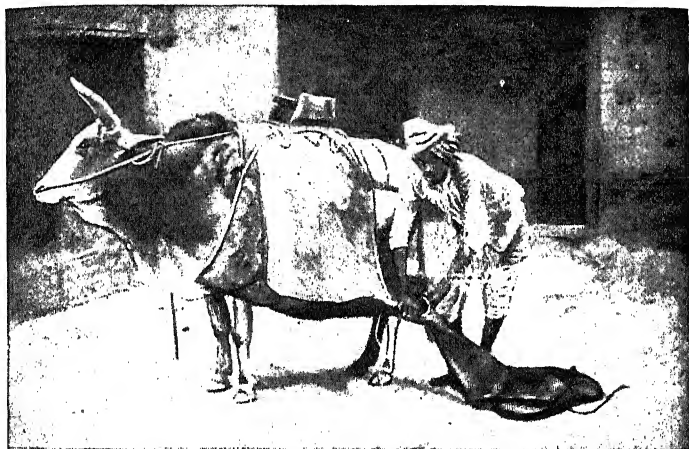
6. One of the handsomest buildings in Bombay is the terminus of the Great Indian Peninsular Railway.* Here we join the train, and soon find ourselves climbing the Ghats by a zigzag route, through dark forests, along narrow ledges of rock and fragile bridges, through tunnels, on and on, until we reach the wide plains and rocky flats of the Dekkan.

7. On our way we pass many villages, each with its cluster of thatched huts, its hedge of prickly cactus, its little rude temple, and its fields of millet,

* See page 146.

cotton, tobacco, saffron, castor oil, and rice. Cattle are watering at the shaded tank, and women are passing to and from the well, gracefully balancing water-jars on their heads, while in a shady corner of the village green old men sit smoking hookahs and indulging in *gup* (gossip).

8. Very probably the inhabitants of this village have never been twenty miles away from home.



A BHISTI.

They carry on the occupations of their fathers, and till the soil in just the same way. The ryot or farmer, with his rough wooden plough, scratches the ground into inch-deep furrows, drops in the seed, and trusts to the sun and the rain to raise his crops.

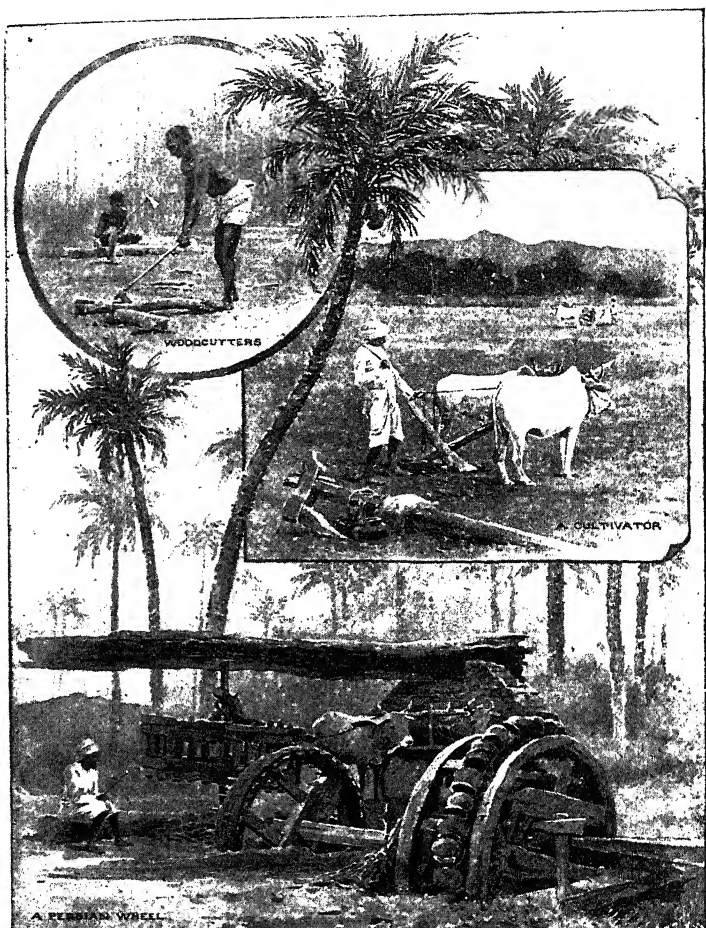
9. It is more than probable that he is over head and ears in debt to the money-lenders. He has no idea of saving; and on the occasion of a birth, mar-

riage, or funeral in his family he would consider himself for ever disgraced if he did not give a great feast to his friends, and attempt to outshine his neighbours. In order to do this, he has to borrow the money at a ruinous rate of interest. He probably never gets free from the clutches of the money-lender all his life.

10. In due course we descend into the valley of the holy river Narbada. We cross the river, ascend the wooded slopes of the Vindhya Mountains, and near Indore enter the cluster of native states known as Central India. These native states are not ruled directly by British officials, but by native princes, under the advice and guidance of British "residents." The native princes, as vassals of the British Empire, govern an area equal to one-third of the whole country. They are very loyal to the Emperor, whom they regard as their overlord and chief.

11. Through a country richly covered with forest we proceed towards Odaipur, the capital of one of these states—a place of forts, pagodas, temples, and palaces overlooking lakes; and continuing our journey we reach Jaipur, the wealthiest of all the Rajput states. Its capital is an attractive and well-governed city. The Rajah is an enlightened and progressive sovereign, who devotes himself to the improvement of his people and the development of his country.

12. Jaipur is one of the show-places of India. To our Western eyes it seems a town of pasteboard run up as if for a bazaar. Nevertheless, its roads are well kept and well swept; it is lighted with gas, and has schools, museums, and gardens. The next



INDIAN RURAL SCENES.

place of interest which we reach is Agra, the ancient capital of the Mogul empire. The fort contains the palace-fortress of Akbar, the famous Mogul emperor,

whose reign marked the "Golden Age" of native rule in India. It also contains the Pearl Mosque, one of the finest buildings in all India.

13. Agra's crowning glory, however, is the Taj Mahal,* or Peerless Tomb, built by the Emperor Shah Jehan to the memory of a beloved wife. In the midst of a garden of cypress trees, festooned with lilac-tinted creepers, rises the lovely structure, with its graceful minarets and glorious dome. It is the loveliest work of art in all India, and it enshrines an emperor's love and sorrow. It is a tomb among palaces, and a palace among tombs.

14. From Agra, which is now a railway centre of importance, and a place of considerable trade, we move on to Delhi, one of the oldest cities in the world.

31. INDIAN CITIES.—II.

1. Delhi will always be associated with stirring memories of the Mutiny, which has been called "the greatest fact of all Anglo-Indian history." The mutiny broke out on May 10, 1857, at Meerut, an important military station some forty miles north-east of Delhi. The mutineers murdered the Europeans in the place, and then galloped to Delhi, which rose in arms to welcome them.

2. The small British garrison was forced to withdraw, and speedily the mutiny became a rebellion, which spread rapidly through the North-West Prov-

* See page 162.

inces, Lower Bengal, and Central India. The Sikhs of the Punjab, however, were loyal, and so were the native troops of Bombay and Madras. The main interest of the war gathered round three centres—Cawnpore, Lucknow, and Delhi.

3. Cawnpore stands on the right bank of the Ganges, about 250 miles south-east of Delhi. Here, under a fiendish native prince named Nana Sahib, the mutineers massacred more than 200 British women and children, and hurled their mangled bodies into a well, over which a beautiful monument has been erected. Cawnpore is now one of the leading manufacturing cities of Northern India.

4. At Lucknow, fifty miles to the north-west, the Europeans held out, in spite of overwhelming odds, until they were gallantly relieved by General Havelock. The battered and shot-torn walls of the Residency still remain to remind us of its heroic defence against the assaults of the rebels. Lucknow has many fine buildings, and is an important military station.

5. A siege of a very different character took place at Delhi. The city was garrisoned with 30,000 rebels, and was besieged by a small British force, which held a ridge to the north of the city, despite all the attacks of the sepoys. In September the city was stormed. The Kashmir Gate was blown up by a devoted band of soldiers, nearly all of whom perished; and after six days' fighting in the streets Delhi was won. With the fall of the city the worst of the danger was past, and eighteen months later the country was once more peaceful. No Briton can leave Delhi with-

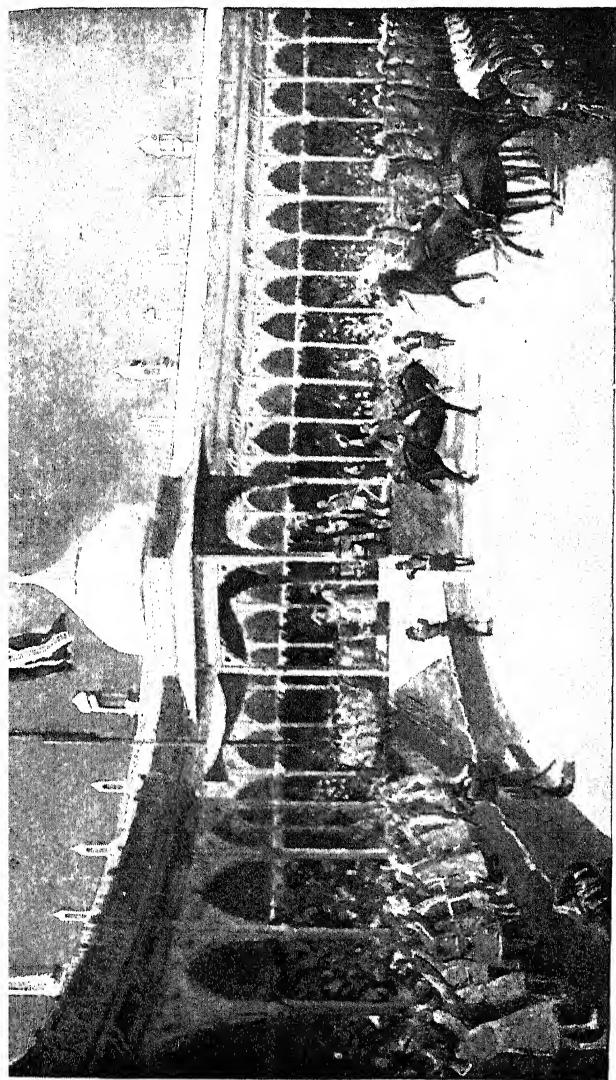
out visiting the scenes which are associated with so much suffering and heroism.

6. The most magnificent spectacle of modern times took place in Delhi on December 12, 1912, and the succeeding days. Then a vast gathering of the chief government officials and representatives of every race, creed, and caste in the whole peninsula was held for the purpose of proclaiming King George as *Kaisar-i-Hind*.

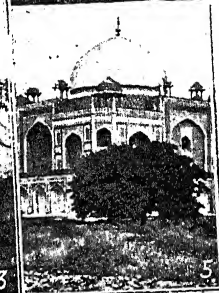
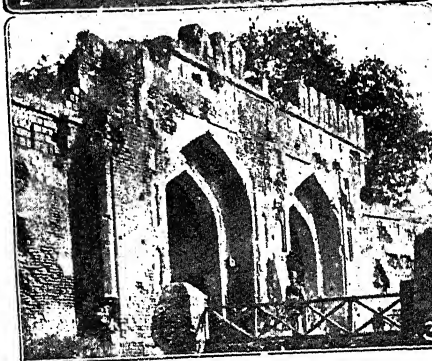
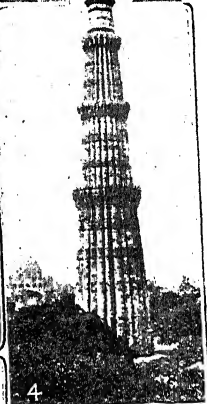
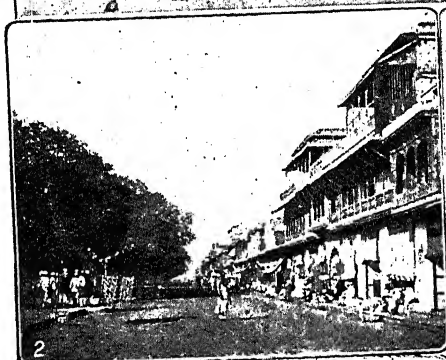
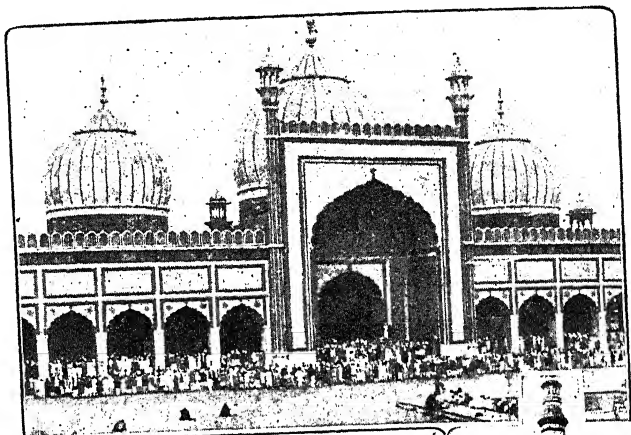
7. At the close of the Durbar, the King-Emperor announced that the seat of the government of India would henceforth be at Delhi and not at Calcutta as heretofore. Delhi has been chosen as the new capital because it is *the* historical city of the whole land. There is an old saying amongst the Hindus that no king is properly crowned unless he ascends the throne at Delhi.

8. Delhi stands on the ruins of ten cities, one over the other. The whole country for miles around is strewn with ruins which tell a story of ancient splendour. It is now a modern industrial city, with large wheat and produce markets. Outside the walls one sees the tall chimneys of cotton-mills.

9. Our train moves on towards Lahore, the capital of the Punjab. It is a busy place, famous for its huge city walls and its mosques with domes of richly-coloured porcelain. From Lahore, which is now an important railway centre, we hurry northwards, crossing the Chenab and the Jhelum by great viaducts, and presently arrive at Attock, where the swiftly-flowing Indus foams between rocky banks.



THE DELHI DURBAR.



SCENES IN DELHI.

1. Jama Masjid.

2. Chandni Chauk.

3. Kashmir Gate.

4. Kutub Minar.

5. Tomb of Emperor Humayun.

10. Our next stopping-place is the frontier town of Peshawar. A short ride brings us to the mouth of the Khyber Pass, the great gloomy defile which winds in a north-westerly direction for thirty-three miles between lofty mountains rising like walls from a narrow valley. This pass is the gateway of India on the north-west, and every invader except the Briton has had to fight his way through its narrow portals. It is now safely guarded for us by native troops.

11. If we had sufficient time, we might push on northward for a hundred and fifty miles through the wild, mountainous country which forms the borderland between India and Afghanistan. Where the Hindu Kush, the Karakorum Range, and the Himalayas meet, we should find the fort of Chitral, the lonely outpost which sustained a heroic siege in 1895.

12. From Chitral we might travel eastward into Kashmir, which is a lovely country, encircled by snowy ranges looking down on smiling valleys gleaming with poplar-fringed lakes and dotted with picturesque old cities. The capital is Srinagar, which stands on both sides of the Jhelum, and is famous for its ruined temples and palaces. Silk and wine and the far-famed Kashmir shawls are the chief manufactures, and the chief exports are shawl-wool, charas (an intoxicating drug made from hemp), borax, and precious metals. Eastward of Kashmir is the lofty table-land of Tibet. A British force occupied the capital, Lhasa, and completed a treaty with the Tibetans in 1904.

13. Returning to Delhi, we take train to Allaha-
bad, which stands at the confluence of the Jumna
(1,189)

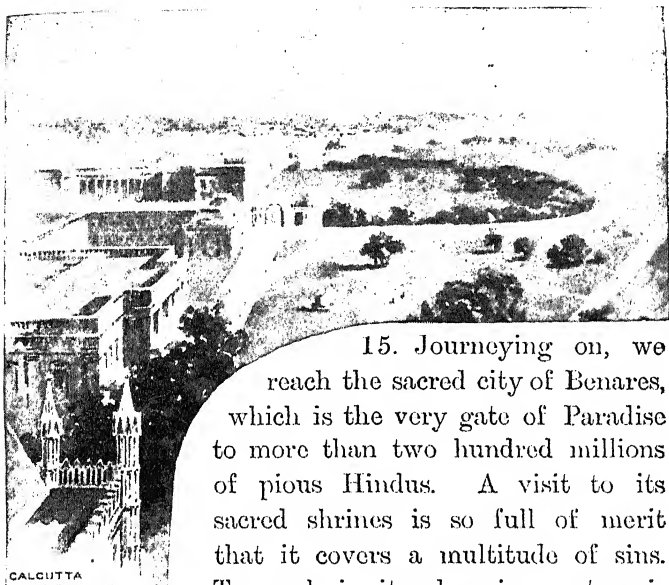
and the Ganges. It is the capital of the United Provinces of Agra and Oudh, and the seat of the lieutenant-governor. All the great railways converge at Allahabad.

14. We now speed eastward along the great plains of the Ganges. Everywhere we find the country as flat as it possibly can be, and all that varies the monotony is an occasional clump of palms sheltering a village.



TRADERS CROSSING A RIVER IN KASHMIR.

The land seems quite bare, but here and there we see slow, ungainly buffaloes and humped cows browsing on the almost invisible herbage. As we proceed we notice strings of peasants passing from village to village, donkeys laden with produce, and now and then a solid-wheeled cart creaking over the unbroken land. The work of railway construction has been easy on these wide-spreading plains.



15. Journeying on, we reach the sacred city of Benares, which is the very gate of Paradise to more than two hundred millions of pious Hindus. A visit to its sacred shrines is so full of merit that it covers a multitude of sins.

To wash in its cleansing waters is to purify the soul from every stain. To die in Benares and to be burnt on the shores of Mother Ganges is to pass at once into eternal bliss.

16. Leaving this great religious centre, we take train and again visit Calcutta, the chief city of Bengal, and the former capital of our Indian empire.

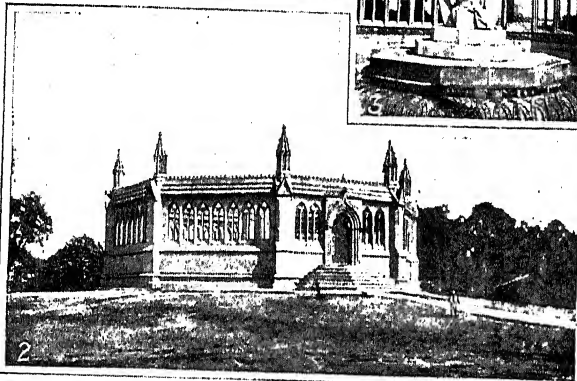
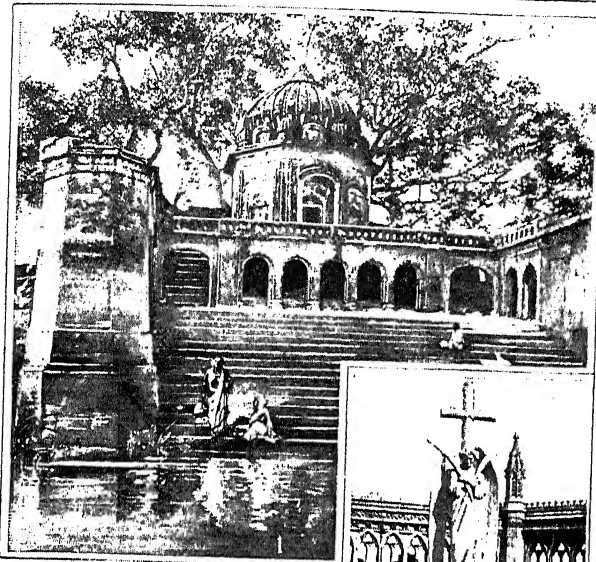
17. The European part of the city is very imposing. It may be described as an immense crescent of white buildings, with flat roofs and broad balconies, forming the boundary line of a noble park stretching down to the banks of the river. This park, which is known as the Maidan, is a public exercise-ground, and serves as the "lungs" of Calcutta. Dalhousie Square is said to be the finest square in India.

18. Calcutta is a mercantile city, but of recent years jute and paper manufactures have been established. Connected with it by a floating bridge is the industrial suburb of Howrah. Calcutta has now a population of nearly a million and a quarter.

19. The only other Indian city which we shall mention is Madras, which we have already visited. The business centre of the city is known as "Black Town." It is an ill-built, densely-populated area about a mile square. In the other parts of the city, however, there are some handsome public buildings.

20. At the head of the government of India is the Viceroy, who takes the place of the King-Emperor. He is appointed by the Crown, and acts in all respects as a monarch, except that his policy is under the control of the Secretary of State for India. This official is a Cabinet minister, and must have a seat in Parliament. In India the Viceroy is assisted by two councils—one for making laws, and the other for putting them in force. Under his authority are a certain number of governors, lieutenant-governors, and high commissioners, who rule the various provinces of British India.

21. Each of the provinces is divided into districts, and over each district is a collector. Under the collector's authority are deputy-collectors, assistant magistrates, and numerous other officials. The chief posts are filled by Britons, selected after very searching examination. To defend the Indian empire we maintain an army of more than 240,000 men, two-thirds of this number being natives.



SCENES IN CAWNPORE.

See page 178.

1. Suttee Chowra Ghat (scene of the massacre of women and children). 2. The Memorial Well. Into this well the bodies were thrown. 3. The Angel of the Memorial Well.

32. CEYLON AND BALUCHISTAN.

1. To the south-east of India is the island of Ceylon, the "pearl-drop on the brow of Ind." It is so lovely, so fertile, and so beautiful that it has been called the "Resplendent" and the "Garden of India." Nowhere has nature been more bountiful. In addition to all the plants and trees of South India, there are at least eight hundred species which are peculiar to the island. Its flowering trees, innumerable orchids, and other strange tropical plants make it specially attractive to the botanist. The climate is tropical, and the south-west of the island, which is the most populous, gets the benefit of rain from both the south-west and the north-east monsoons.

2. Though Ceylon is only about half as large as England, it has a much greater variety of surface. Round the coast extends a low, level strip, which broadens out in the north and the east into a wide jungle-covered plain, and rises in the centre and the south to lofty heights wooded almost to the summit, and bearing on their lower slopes large tea and cinchona plantations. In this hill country the climate from December to May is delightful.

3. The best-known, though not the highest, mountain is Adam's Peak, which exceeds seven thousand feet in height. It is so called from an indented rock on the summit. This is said to mark the first step of Adam when he was driven out of Paradise. Mohammedans believe that when our first parents were

driven from the garden of Eden they took refuge in Ceylon. Others say that the footprint—which, by the way, is five feet long—is that of Buddha. At sunrise the shadow of the peak is cast on the mists, and forms a very striking and beautiful sight.

4. "The spicy breezes" which, says the hymn,



A TEA PLANTATION.

"blow soft o'er Ceylon's isle" owe their fragrance mainly to the cinnamon bush, which flourishes abundantly. The cinnamon is a kind of laurel, whose bark, when dried, is used as spice, while the fruit, leaves, and roots yield a sweet-smelling oil.

5. For many years the chief export of Ceylon was coffee. In 1869, however, the coffee plants were

attacked by a fungus which destroyed the leaves. The planters were forced to give up coffee-growing and look out for some new crop which might answer better. Some tried cinchona, others planted cardamoms and cocoa, while others, again, tried tea, which proved very successful. In a few years many of the hill slopes were covered with tea plantations, and Ceylon now ranks third among the tea-producing countries of the world.

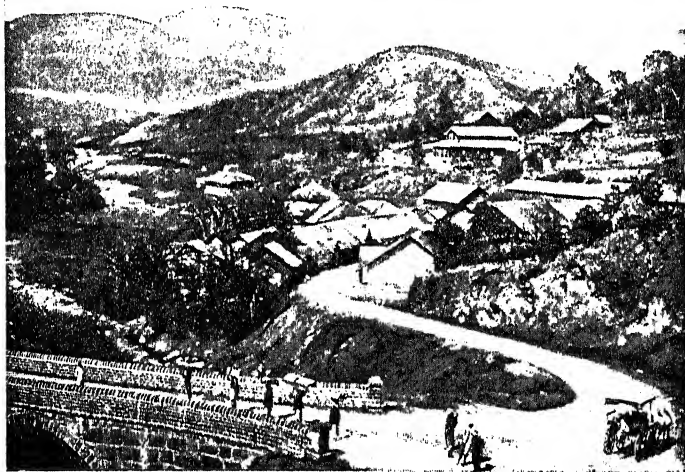
6. On each tea plantation there are the "lines" or rows of huts in which the Tamil coolies live, and the "factory," a large wooden building, with a steam-engine and machinery, for the processes of withering, fermenting, rolling, firing, sorting, and packing. Every year millions of pounds of tea are exported.

7. Several distinct races inhabit Ceylon, but the Sinhalese, a quiet, easy-going people, are more numerous than all the others put together. Men and women alike wear the hair long, and dress in jackets and skirts—the chief difference between them being that the men wear white skirts and dark jackets, and coil up their hair with a big tortoise-shell comb; while the women wear brightly-coloured skirts and white jackets, and twist up their hair in a knot.

8. As a rule, the Sinhalese are intelligent, and the men make excellent carpenters and mechanics. They do not resemble the bulk of the Hindus either in religion or in customs; for caste is unknown among them, and they are all followers of Buddha. In the streets one sees Buddhist priests in yellow robes, so draped as to leave the right shoulder bare. The

Tamils, who are employed on the tea plantations, come from South India. They are of slighter build and darker skin than the Sinhalese.

9. We have already visited Colombo, the capital. It has been called the "Clapham Junction of the Eastern Seas." Here passengers change for India, China, and Australia. Kandy, the old capital, is one



SCENE IN CEYLON—ADAM'S PEAK IN THE DISTANCE.

of the most beautiful cities in the world. The town nestles within a ring of green hills covered with the richest vegetation. In the neighbourhood are extensive and attractive botanic gardens. There are many Buddhist temples in the city. One of them contains the "sacred tooth of Buddha," which is kept inside six golden, bell-shaped covers, the outermost

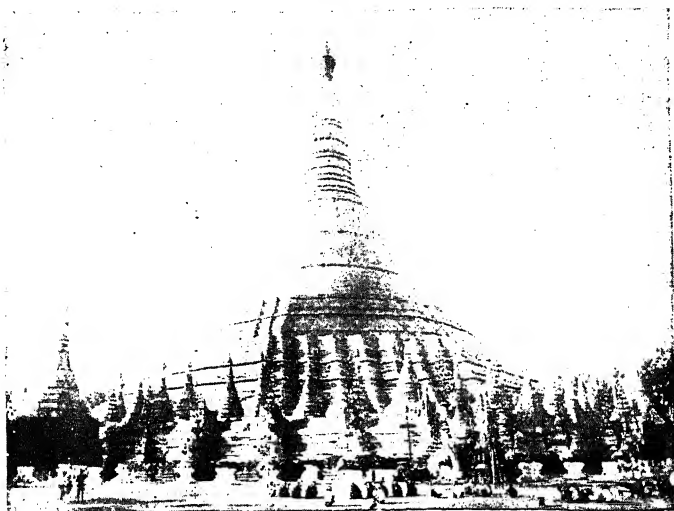
one being crusted with jewels. It has a known history of two thousand years, and is held in the highest reverence.

10. The gems of Ceylon—rubies, sapphires, and moonstones from the mines, and pearls from the fisheries in the Gulf of Manaar—have long been famous. The planters presented George the Fifth, then Prince of Wales, during his visit to Ceylon in 1901, with a collection of twenty-four different kinds of gems, all found in the island. The only other mineral of value is graphite, or blacklead, which is used, among other things, for making lead-pencils.

11. The coast-line of British India now extends from Gwadar Bay, in the Gulf of Oman, to the extreme south of Tenasserim, on the Malay Peninsula. It thus includes not only the vast peninsula of peninsular India, but Baluchistan, which lies to the north of the Arabian Sea, and Burma, on the east coast of the Bay of Bengal.

12. Baluchistan has no harbour, and most of the land is desert, though along the Sind border and in the north-west of the country there are valleys where grain and a little fruit are grown. The largest town, Khalat, has only about 12,000 inhabitants. Quetta, the chief military station, is connected by railway, through the Bolan Pass, with the Indian system.

13. The Baluchis are "brave and chivalrous people, but they are always needy and almost always hungry." They are much attached to their liberty, but they are content with British rule. Many of them now serve in the Indian army.



A BURMESE PAGODA.

33. BURMA AND THE MALAY PENINSULA.

1. Very different in character is Burma, which forms the largest and easternmost province of British India. It occupies the coast region and mountain country to the east of the Bay of Bengal. For a thousand miles along the coast extend low-lying plains, backed by densely-wooded mountains, from which countless rivers flow to the sea. Most of the coast region is subject to floods, and as it lies within the tropics, it forms rice-lands of great fertility. Roads are few and far between, and the rivers are the main highways of trade.

2. East of the mountains lies the broad basin of the Irawadi, and between the Irawadi and the Salwin

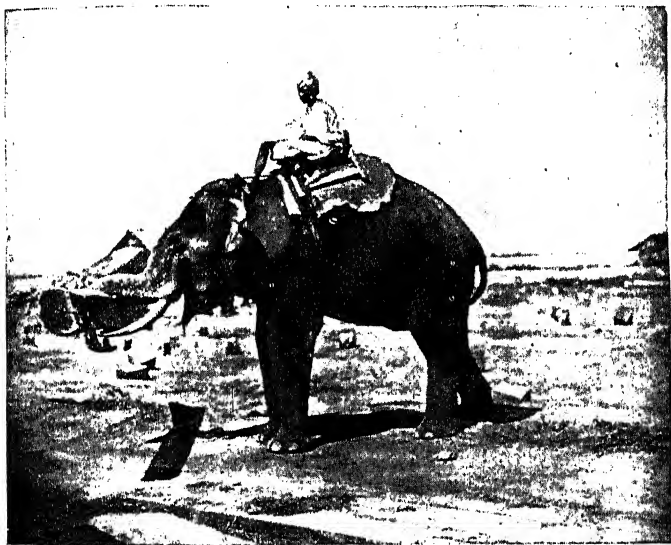
the country consists of a series of high plateaus, crossed from north to south by mountain ranges, which are offshoots of the great Himalayan range. Through almost every valley a rushing river finds its way, sometimes shut in by tall cliffs, at other times winding through peaceful paddy-fields. All these streams are subject to great floods during the rainy season.

3. The Irawadi is the great inland artery of Burma. Its source was only discovered in 1892, and was found to be in the extreme north of Burma, on the borders of Tibet. At Bhamo, near the Chinese frontier, the river is 500 yards wide, and thence it is navigated by the steamers of the Irawadi Flotilla Company to the sea, which is more than seven hundred miles away. Flowing southward, the river reaches Mandalay, which was the seat of the Burmese king until 1886, when he lost his throne.

4. Mandalay, the capital of what was formerly called Upper Burma, is a well-laid-out city. In King Theebaw's time the whole place was surrounded by a high wall and a moat. In the centre, surrounded by a fine teak palisade, was the palace, surmounted by a seven-roofed tower, which was regarded as the centre of the universe. Since the deposition of the king the whole of the native town has been erected outside the wall and moat in a series of fine squares.

5. Inside the wall are now to be found only barracks and government buildings. The palace, built of fine teak and decorated with gold leaf, is preserved by order of the government. Strange to say, though

the buildings of the palace have three, five, and even seven roofs, there is only one floor in each building, for the Burmans strongly object to anybody's feet being over their heads. For this reason all the buildings in Burma have but one story. In one of the suburbs is the Arakan Pagoda, a splendid temple containing a brazen image of Buddha.



ELEPHANT AT WORK IN A TIMBER-YARD.

6. Approaching the sea, the Irawadi splits up into myriads of branches, and forms a broad alluvial delta. Near one mouth of the river, which brings down as great a volume of water as the Ganges itself, stands Rangoon, from which immense quantities of rice, teak, gums, and spices are shipped. Goods intended for the Chinese province of Yunnan find their way through

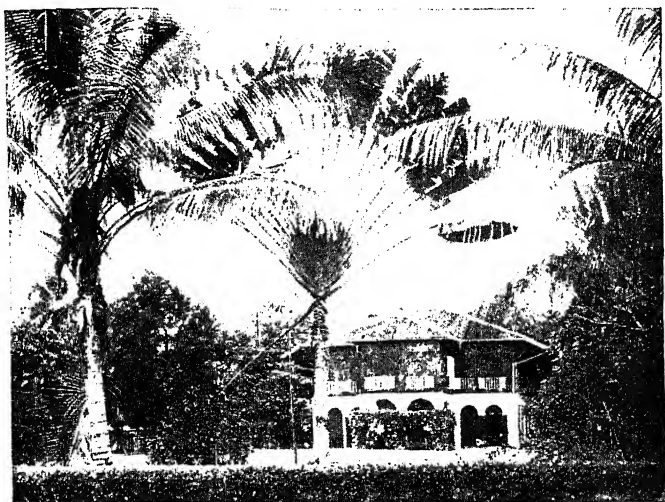
Rangoon, which is connected by rail with all the chief centres of Upper Burma.

7. Maulmain, at the mouth of the Salwin, is the port next in importance to Rangoon. The town is beautifully situated along the seashore, and behind it is a fine range of hills gleaming with the gilded spires of innumerable pagodas. Few cities have such varied and picturesque scenery in their neighbourhood. It exports chiefly timber and other forest produce. Tame elephants are employed in the timber-yards, to do the work of transporting and stacking the logs.

8. Burma is inhabited by several races of people, all of whom differ in appearance, habits, and customs from the Hindus, but resemble in some degree the Chinese and the Japanese, to whom they are distantly related. A tall Burman is seldom seen; but the people are strongly built, and have light brown or yellowish skins and black hair. They are a cheery, light-hearted people, fond of plays and music. The women delight in gay colours, and their silk skirts are usually of the most brilliant hues.

9. Everywhere in Burma one sees temples and monasteries, and strings of yellow-robed, shaven-headed monks. These monks are not priests, but men who have retired from the world and think only of saving their own souls. They do not ask for alms, but take what is given them without a word of thanks. Every Burmese boy is obliged to go for a time to one or other of the monasteries. He waits upon the monks, and in return is taught by them reading, writing, arithmetic, and the Buddhist scriptures.

10. When the girls grow up they are on an equal footing with the men. The Burmese women are perhaps freer and happier than any others in the world. They are born traders, and usually carry on business for themselves. Every traveller notices the gaiety and light-heartedness of the Burmese women.



PALMS IN THE MALAY PENINSULA.

11. The Malay Peninsula, south of Burma, consists chiefly of the Straits Settlements, and of the Protected States, which are seven in number, and are ruled by their own sultans, under British protection. We have already visited the settlements in the course of our coasting voyage. The peninsula is mountainous, the rivers are short and rapid, and much of the country is covered with dense jungle and forest, penetrated only by elephant tracks.

12. The Malay villages consist of bamboo or reed huts built on piles near the rivers, which are the only highways. The country is very rich in vegetable products, and coffee has been introduced. Amidst the wealth of animal life, the wild peacocks and birds of paradise attract attention by the brilliancy of their plumage. Tigers and venomous snakes abound.

13. Spices of various kinds grow very freely. The islands in the Strait of Malacca are famous for their nutmeg groves, clove plantations, and pepper vineyards. Upon these islands are also found large cocoanut and coffee plantations. In the peninsula are the richest tin deposits in the world, and about half the world's supply comes from them.

14. The inhabitants are chiefly Malays and Chinamen. The former are farmers and fishermen; the latter are miners. The Malays, as a rule, are slim and small, with black eyes, large mouths, and round chins. They are divided into many groups, but all are idle and easy-going until roused to anger, when their fierceness and cruelty know no bounds. Amongst some of the tribes head-hunting was common, until it was put down a few years ago.

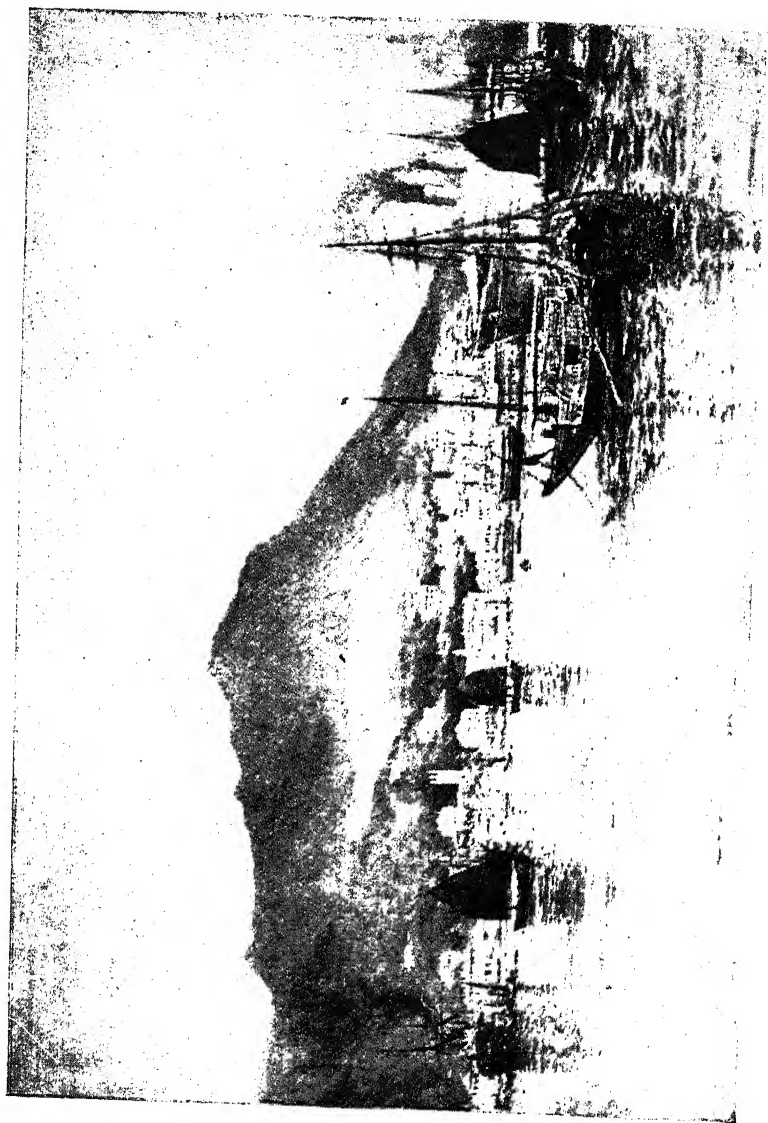
15. The only other British possession which need detain us in Asia is the little island of Hong Kong, which lies at the mouth of the Canton River, about half a mile from the mainland. It is little better than a huge, bare granite rock, with a sprinkling of soil. Nevertheless, it is a most valuable possession; for it stands at the very gate of China, and is the greatest trading centre of the Far East.

16. Its beautiful harbour looks like an inland lake surrounded by jagged mountain ranges, and on its dazzling waters a thousand vessels, boats, and junks ride in perfect safety. The whole of the large peninsula, forming the southern part of the Kwantung province, was leased from China in 1898, and may now be considered a British possession.

17. Victoria, the only city of the island, is a very busy place, with great trade in tea, silk, opium, and cotton goods. In the amount of its trade it is only equalled by two or three ports in the whole world. It has many fine public buildings; but it is not a healthy place of residence, because it is walled in by a mass of rock which shuts out the cool evening breezes. The place is always very hot, and for many days after rain has fallen mists hang over the hills.

18. There is very little level ground to be seen. The Praya, or main street, runs along the shore, and for two miles is protected by a great sea wall, which withstands the force of the great storms known as typhoons, and forms wharfs for the shipping. Steep streets of stairs lead from the sea-front right up the face of the hill. A cable railway now runs from the shore to the heights. From the botanic gardens, which are rich in specimens, an excellent view of the harbour is obtained.

19. Most of the people of Hong Kong are Chinese, who are prosperous and fairly contented under their British rulers. With the exception of the recruiting station of Wei-hai-wei on the Shantung promontory of North China, we have now visited all the important British possessions of Asia.



HONG KONG.

OUR AFRICAN EMPIRE.

34. BRITISH SOUTH AFRICA.

1. We have already noticed that Africa differs from all the other continents in having scarcely any independent countries within its bounds. With the exception of Morocco, on the north-west coast, and Abyssinia, which lies to the east of the White Nile, almost the whole of Africa is possessed by the following European nations: Britain, France, Germany, Italy, Portugal, Spain, and Belgium.

2. France, as far as square mileage goes, has fared best, for her sphere of influence covers nearly a third of the continent. Britain's share, including Egypt and the Sudan, is nearly as great, and exceeds two million square miles. Then follow Germany and Belgium, each with half that extent of territory.

3. Though France can claim the larger area, she cannot claim the parts of Africa most suitable for habitation by white men. These are chiefly in the possession of Britain, and extend from the Cape of Good Hope to the banks of the Zambezi. In the provinces of Cape of Good Hope, the Transvaal, Orange Free State, and Natal we find one of the Five Nations of Greater Britain. In 1909 these provinces achieved the greatest fact of their history, and federated into a United South Africa, with a constitution resembling that of Canada.

4. We shall now turn to the study of British Africa, and we naturally begin with Cape of Good Hope

Province, our oldest possession on the continent. If we compare Africa to a leg of mutton, we shall find Cape Province at the "shank end" of it. Until 1895, the line of the Orange River was the northern boundary of the province. Now it pushes a wedge northward into Bechuanaland, between the German possessions on the west and the provinces of the Orange Free State and the Transvaal on the east. In all, Cape Province covers an area more than twice that of the United Kingdom. Beyond Bechuanaland lies Rhodesia, extending into Central Africa. Eastward of the Orange Free State lie the mountainous countries of Basutoland and Natal.

5. The coast of Cape Province is strangely inhospitable; its harbours are few and unprotected, and its river-mouths are blocked by sand-bars. The nucleus from which the province arose is the Cape Peninsula, at the south-western corner. There we find the flat-topped Table Mountain, facing north, and overlooking Table Bay, which has been converted into a valuable harbour by means of a great breakwater.

6. To the east of the peninsula is False Bay, with an inner and well-protected corner known as Simon's Bay. There are but few other harbours along the coast of the province, and Port Elizabeth, "the Liverpool of South Africa," has only an open roadstead.

7. In climate, soil, and productions British South Africa somewhat resembles Australia. One hundred and fifty miles inland, and parallel with the southern and eastern coasts of Cape Province, we find a lofty mountain region, which forms the main watershed of the country. North of these heights the land slopes

to the west, and many streams bear their tribute of water to the Orange River.

8. On the southern slopes of these heights there are countless rivers, struggling through the mountain defiles on their short and rapid journey to the sea; but during the greater part of the year there are no heavy rains, and then the streams are mere dry gullies. South Africa, like Australia, suffers in not having a regular and sufficient supply of water. The rivers, for the most part, are useless for navigation.

9. Between the sea and the main chain are two minor ranges, which mark off the province into a series of terraces. First comes the narrow coast slope, rising to the plateau of the Little Karroo, which lies between the coast range and the Zwarte Bergen, or Black Mountains. Beyond the Zwarte Bergen stretches the central plain of the Great Karroo, which is bounded northward by the sterile heights of the Nieuwveld and the Sneeuwbergen. Beyond the mountains is the high veldt, spreading far and wide towards the interior.

10. Journeying from the south coast northward, we should first pass through a fertile region of mountains and valleys, then across the wide plains of scrubby bush, and finally across immense grassy prairies merging into the forests of Northern Bechuanaland and Rhodesia. The west coast region consists of barren, rainless tracts of sand; but the corresponding eastern belt is marked by verdant, undulating country, stretching north-eastward to the broken hills of Basutoland and Natal. Basutoland is the "Switzer-



RELIEF MAP OF SOUTH AFRICA.

land of South Africa," and it is reserved entirely for its native inhabitants.

11. South Africa is well favoured in the matter of climate. The atmosphere of the Karroo is so dry, clear, and buoyant that invalids suffering from lung troubles find great relief, and even a complete cure, in its splendid air. In the interior the air is so dry that the wheels of wagons are apt to fall to pieces unless the tyres are frequently tightened. The climate of Cape Town much resembles that of the Riviera. Cloudless, sunny days and balmy airs are enjoyed during the depth of the British winter. Generally speaking, the heat of summer is much greater than that of England, but the hottest days are followed by cool nights.

12. The north-west of the province is almost rainless, the south-west has abundant winter rains, and the south coast has rain throughout the year. Sudden and violent thunderstorms often occur during the summer months, and the wind frequently whirls up clouds of dust, which well-nigh choke the residents. At this period, however, the "sou'-easter," a boisterous but bracing wind, blows frequently. It comes laden with ozone, for it has swept across thousands of miles of the South Atlantic. Hence it is a very healthy wind, and is known as the "Cape Doctor."

13. The seasons, we must recollect, are the reverse of those in the northern hemisphere. Thus the summer months are January, February, and March. At Christmas time grapes, peaches, and strawberries grow out of doors in great profusion, while flowers of bril-

liant hues are in blossom, and the harvest is in full swing.

14. In British South Africa the pastoral industry is of greater importance than agriculture. Merino sheep were introduced about 1812, and now, after diamonds, wool is the most important export. Nearly all the Cape wool is shipped from the eastern ports—Port Elizabeth, East London, and Port Alfred. Ostrich feathers come next in the list of exports, then mohair, hides, skins, horns, copper ore from the mines in Namaqualand, wines, and fruits.

35. A VOYAGE FROM LONDON TO THE CAPE.

1. Until the opening of the Suez Canal, every ship bound for India and the Far East had to double the Cape of Good Hope. In those days Cape Town was an important place of call, and Table Bay often sheltered magnificent fleets of East Indiamen, laden with the riches of the Orient or the manufactures of the West. Now Cape Town has lost most of its connection with the Indian trade, which passes through the Suez Canal, thereby avoiding an ocean journey of some five thousand miles.

2. At the time when Cape Town ceased to be the half-way house to India, it was rapidly becoming an important commercial centre for South Africa. Our South African possessions have grown rapidly, and form a large and important market for the manufactured goods of the United Kingdom.

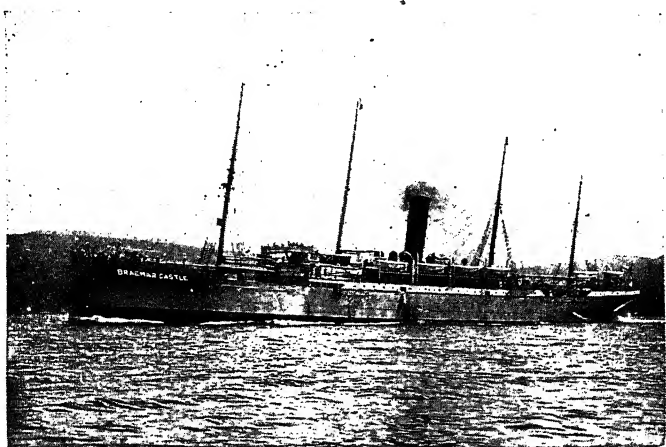
3. We go on board a stately Union-Castle Liner at the Docks, Southampton, on a Saturday afternoon. Then the hawsers are cast off, and we glide down the Solent into the Channel. Our course is set south-west for the beautiful Portuguese island of Madeira, 1,306 miles away.

4. In four days we cast anchor in Funchal harbour, and are immediately surrounded by crowds of little boats filled with traders, eager to sell embroidery, lace, jewellery, and other native manufactures. The little boys who accompany them are famous divers. Watch! One of our passengers has tossed a sixpenny piece overboard. A dozen boys plunge into the water after it, and presently one emerges holding up the coin in his hand. He has caught it before it had time to reach the bottom.

5. From Madeira the mail-steamers sail direct to Cape Town, which they reach in about seventeen days after leaving London. We, however, will take a slower boat and vary our journey by touching at three islands which lie on our route. We steam out of Funchal harbour, and two days later reach the Canary Islands, which form one of the few remaining colonies of Spain. We go ashore at Grand Canary, and visit Las Palmas, the capital, where we enjoy perhaps the most delicious oranges in the world. In the harbour we see several steam and sailing ships engaged in the West African trade.

6. Our course is almost directly southwards for Ascension Island, the first British station on this important trade route. Shortly after leaving Grand

Canary we sight the great white summit of Teneriffe which rises more than twelve thousand feet above the gleaming ocean. Then for two thousand miles we push on, until we see rising out of the waste of waters the barren, rocky peak of Ascension, so called because the Portuguese discovered it on Ascension Day, 1501.



"BOUND FOR THE CAPE."

7. The island, which is strongly fortified, possesses a naval and victualling yard and a coaling depôt, and is in one respect among the most curious places in the world. It is governed by our Board of Admiralty, and its affairs are managed in every way as if the island were a man-of-war. The only inhabitants are the officers and their families, a small garrison of seamen and marines, and a few Krumen. Ascension is famous for its turtles.

8. Seven hundred and sixty miles to the southward of Ascension Island is the volcanic island of St. Helena, the importance of which as a coaling and victualling station has greatly diminished since the opening of the Suez Canal. It is still visited by Antarctic whalers and other ships in need of fresh water, vegetables, or meat, but it has otherwise little or no trade. St. Helena was formerly a military station, but a garrison is no longer maintained on the island. From a distance it has the appearance of a huge sea-girt fortress.

9. The port and capital is Jamestown, on the north-west coast. The inhabitants rear cattle, and grow excellent fruits, coffee, and tea. Upon this island Napoleon, the great Emperor of the French, was kept in captivity from October 1815 until his death, in 1821. During the late Boer War it had less illustrious sojourners in General Cronje and several thousand prisoners of war.

10. Cape Town, 1,695 miles beyond St. Helena, is the first stopping-place for the Union-Castle Liners on the African coast. At frequent intervals steamers sail eastward to East London, thence to Durban, the port of Natal, and to Lourenço Marques, on Delagoa Bay. Steamers are also regularly dispatched to the great French island of Madagascar and to the British island of Mauritius, in the Indian Ocean.

11. We step ashore on the breakwater at Cape Town, and find ourselves in one of the most beautifully situated cities in the world. Above it towers Table Mountain, often covered with white clouds, as

though its tablecloth were spread. Two peaks flank the mountain—the one on the right being known from its shape as Lion's Head, the other as Devil's Peak.

12. Cape Town itself has a history extending over two hundred and fifty years, but there is little in the place to remind us that it has attained so respectable an age. In several of the streets, however, old-fashioned Dutch mansions with flat roofs and whitewashed fronts may still be seen. A *stoep*, or terrace rising from the street, runs along the entire length of each house, and in the rear is a little garden, green and pleasant with trellised vines. These mansions and the castle, now in a state of decay, are all that is left of the original Cape Town.

36. FROM CAPE TOWN TO KIMBERLEY.

1. Modern Cape Town has broad, straight streets, and fine public buildings, notably the Houses of Parliament, the cathedral, and the Standard Bank. It has also electric light and electric tramways. Let us stroll down Adderley Street, formerly known in Dutch as "the gentleman's walk." We are at once struck with the motley character of the inhabitants. Englishmen, Dutchmen, Kafirs, Hottentots, and Malay coolies are passing to and fro, and the languages we hear spoken are almost as varied as the types of people we meet. Many of the people use the guttural Dutch tongue.

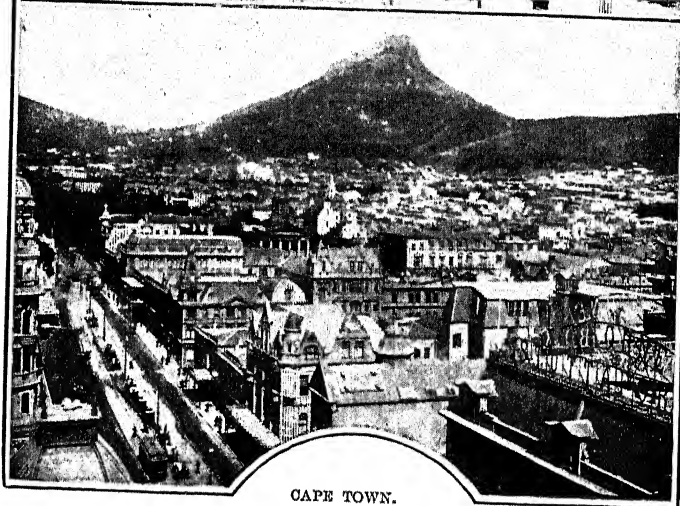
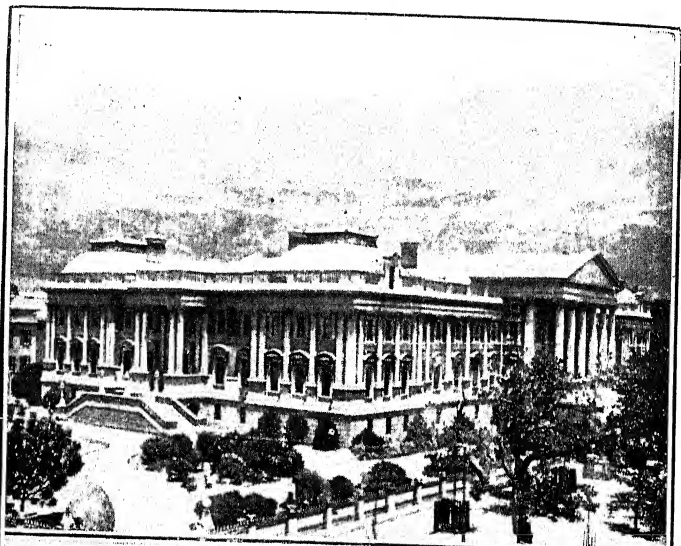
2. Adderley Street ends at the foot of Government

Avenue, which is three-quarters of a mile long, and is well shaded with oak trees, some of which are two hundred years old. Immediately on entering the avenue we see the handsome Houses of Parliament, completed in 1886, at a cost of £220,000.

3. Within this building meets the Parliament, which consists of two houses—the Senate and the House of Assembly. The members of the Senate are elected for ten years, and those of the House of Assembly for five years. From the party in power a ministry is formed, with a prime minister at its head. Representing the King is the Governor, who is appointed by the home Government. All members of Parliament are paid for their services, and both Dutch and English are spoken in the course of the debates.

4. Government Avenue leads up to Government House, the residence of the Governor. It stands in beautiful botanical gardens containing a fine collection of trees and plants from almost every part of the world. Whether they come from a sub-tropical clime or from the temperate zone, these strangers flourish equally well in their adopted home. Here we may see the familiar trees of England side by side with deodars from India, eucalypts from Australia, and tree ferns from New Zealand. We are sure to notice the native aloe tree, with its stem like an immense barrel, out of which grows a trivial tuft of greenery, and the silver tree, with its beautiful shining leaves, on which you may write your name.

5. The coloured people live near the Lion's Head

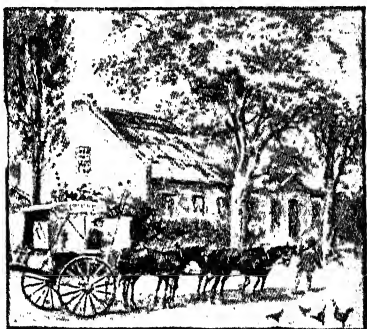


CAPE TOWN.

1. Houses of Parliament. 2. Bird's-eye view of Cape Town, with Table Mountain in the background.

in unsavoury surroundings; but most of the white people live in the beautiful suburbs, some of which lie along the coast and some inland. They are grouped in little townships with familiar names, such as Kenilworth, Claremont, and Woodstock, and the villas stand amidst magnolias and flowering shrubs.

6. Rondebosch, on the shores of False Bay, has some of the finest residences in Africa, and the most picturesque of them all is Groote Schuur, the country house of the late Cecil Rhodes. It is a Dutch mansion, preserving the best features of the old Dutch style of building, and stands in green groves, over which towers the stately crag of Devil's Peak, 3,000 feet high. Its stone-pines are famous, and in the large park, on the slope of Table Mountain, are specimens of all the wild animals of South Africa.



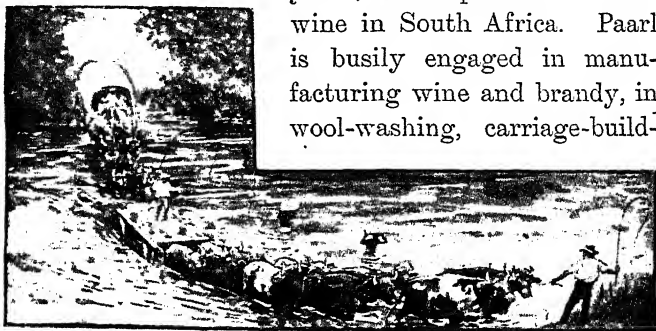
CAPE FARM HOUSE.

7. We now board the train for Kimberley, the "diamond town." Leaving the suburbs behind us, we cross the sandy flat that connects the Cape peninsula with the mainland, and arrive at a junction from which a loop line runs to the quaint Dutch settlement of Stellenbosch, a sleepy little town with fine avenues of oak trees.

8. The train runs on towards Paarl, a straggling

settlement along the banks of the Berg River. Three enormous granite boulders crown the mountains to the west of the town, and from the resemblance of one of them to a huge pearl the town derives its name. The granite for the Cape Town public buildings was quarried from these mountains. Their steep slopes are green with the pleasant foliage of the vine-

yards, which produce the best wine in South Africa. Paarl is busily engaged in manufacturing wine and brandy, in wool-washing, carriage-build-

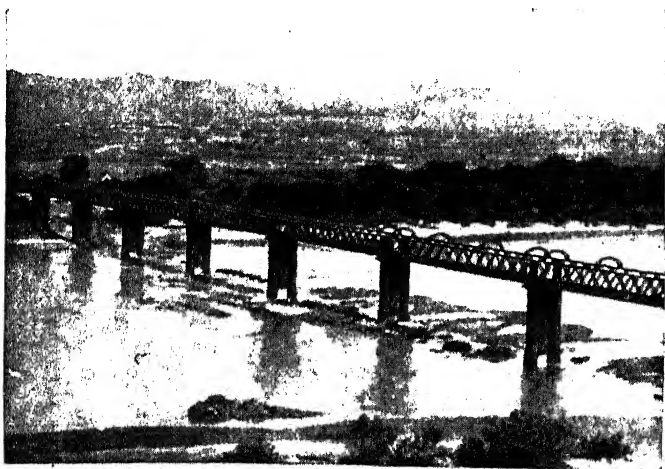


ing, and harness-making. A large trade in fresh fruit is also carried on.

9. On we go amidst the vineyards and fruit orchards towards the mountains which form the southern buttress of the Great Karroo. The train pauses at the pleasant town of Worcester, famous for its manufacture of the wagons used all over South Africa for "trekking." These wagons are drawn by teams of from sixteen to twenty oxen, and they traverse rugged mountain road, deep gorge, and river bed at a rate of about twelve miles a day.

10. Then the train begins to climb the huge barrier of the Hex River mountains. The line is skilfully

engineered, and we rise higher and higher, by means of sharp gradients, amidst fine mountain scenery. At length, when we have attained a height of more than three thousand feet, we run out on the Great Karroo, with its dried-up shrubs and low, heathery bush, good enough for the feeding of sheep, but for little else. Sometimes six acres and more are required for the feeding of one sheep.



ORANGE RIVER BRIDGE.

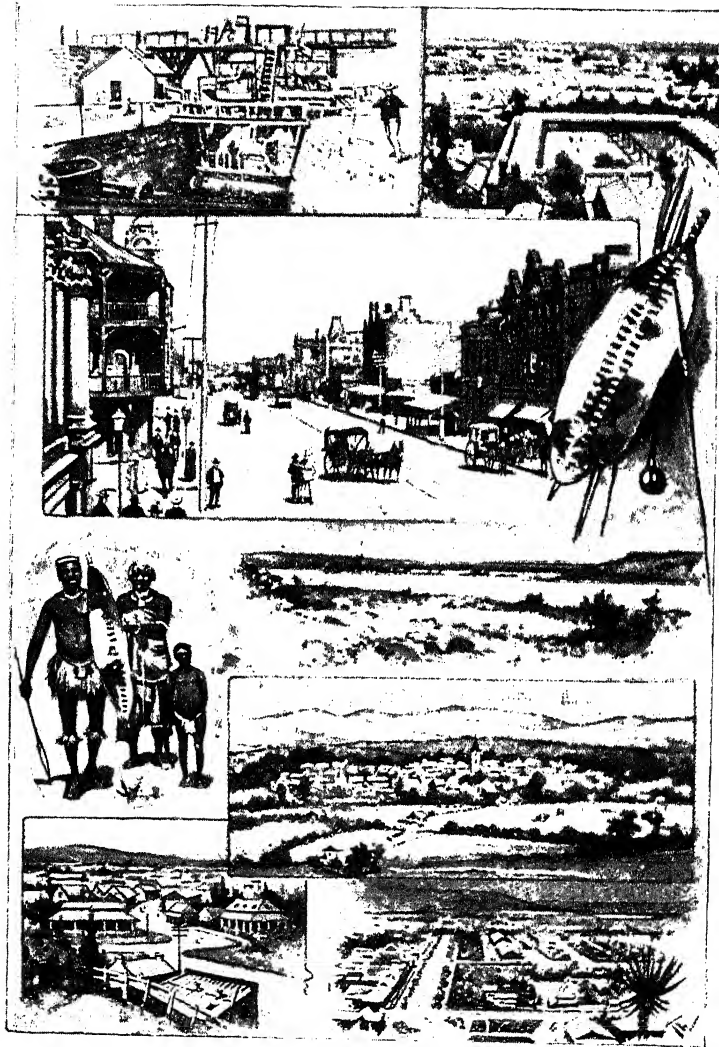
11. In summer the Karroo is a desolate, arid plain. When the rains come, "bush and scrub, apparently devoid of life, shoot out a fresh and vernal verdure; starry flowers spring forth in profusion; fragrant grasses and herbs emerge as if by magic from the soil; and the whole surface of the Karroo appears one immense ocean of dark green, spangled with flowers most brilliant and innumerable."

12. The Karroo is very monotonous. Except along the banks of the dry gullies, there are no trees, the Karroo being covered with short bushes seldom more than two feet high. Now our train runs into the wool centre of Beaufort West. It is a picturesque town, and the air is so dry that it is a place of resort for consumptives.

13. Leaving the town, we pass between the Nieuwveld and Koudeveld ranges, and climb three thousand feet before we are out on the high veldt. Our next stopping-place is De Aar, the junction of the Cape Town and Port Elizabeth lines. We are now in that part of Cape Province which was invaded by the Boers during 1899-1900.

14. Presently the Orange River bridge comes into view. This bridge, which the Boers blew up early in the war, was formerly one of the finest in South Africa. We rattle across it, and find ourselves in the stretch of country made memorable by the terrible battles fought during Lord Methuen's advance to the Modder River, which lies fifty miles ahead.

15. Modder River is a favourite holiday resort for the people of Kimberley. As we speed towards it we pass the battlefields of Belmont and Gras Pan. Beyond the river we see the intrenchments at Magersfontein, where the Highland Brigade suffered so severely. When the Modder River is crossed the end of our journey is at hand. Presently we run into the town of diamonds, which has earned a martial renown for its gallant and cheerful endurance of a siege which lasted one hundred and twenty-two days.



SOUTH AFRICAN TOWNS.

1. Kimberley. 2. De Beers Mine. 3. Johannesburg. 4. The Vaal River.
5. Group of Zulus. 6. Pretoria. 7. Mafeking. 8. Ladysmith.

37. DIAMOND TOWN.

1. In the year 1867, an ostrich-hunter named O'Reilly, returning south from one of his expeditions, found the children on a Boer farm near the Orange River playing with a number of beautiful pebbles which they had picked up near the river. O'Reilly thought that one of the stones resembled a diamond, and he asked his host to allow him to take it to Colesberg, the nearest town. There he showed it to the Civil Commissioner, who, on finding that the pebble would cut glass, obtained O'Reilly's permission to send it to an expert at Grahamstown.

2. It turned out to be a diamond weighing twenty-one and a quarter carats, and worth £500. The story of this lucky find quickly spread. Europeans and natives began to look for diamonds; and in 1869 a Hottentot found another stone, which was sold for £400, and realized £12,000. This diamond, which is known as the Star of South Africa, weighed eighty-three and a half carats before it was cut.

3. Within four years of the first discovery ten thousand anxious diggers were turning up the earth on the banks of the Vaal River, on the arid, sandy plains near a farm named Dutoitspan, and at a neighbouring spot called after its original owners, De Beers. Some of these eager seekers after wealth came on foot, some on horseback, some in ox-wagons or in "Cape carts;" and speedily a town sprang up near Dutoitspan, which received the name of Kimberley.

4. There, sure enough, were the diamonds, some

lying above ground, but most of them below; and very soon the "diggings" assumed the outward appearance of a large quarry. Life on the diamond fields in those days was terribly hard and dreary. There were no comforts of any description, and there was a great scarcity of good food and water. When fever broke out, the diggers' cup of misery was filled to the brim.

5. Before long, however, matters changed for the better, and a railway was constructed which brought Cape Town and Port Elizabeth within thirty hours or so of the diamond diggings. Other improvements followed: Kimberley was properly paved, drained, and lighted; good houses sprang up; and in a short time the once-dreaded camp-fever became a thing of the past.

6. Apparently Kimberley stands on one of nature's treasure caskets, and ninety per cent. of all the diamonds exported from South Africa come from the De Beers Consolidated Mines. The value of the stones sent out of the country between 1867 and 1913 was more than 170 millions of money. With this sum we could give every man, woman, and child in the United Kingdom nearly £4 each!

7. The diamonds are found in large pipes or funnels of unknown depth, and more or less oval shape, which are probably the extinct craters of ancient volcanoes. The surface of the mines, in common with the surrounding country, is covered by a few feet of red sand, followed generally by a somewhat thicker deposit of lime. Underneath this is the "blue ground," or diamond-bearing earth.

8. At first the diamond mines were shallow pits, which grew deeper and deeper as the precious earth was dug out, until they were immense holes as much as a third of a mile across. The surrounding rock and earth at last fell in, and covered up the "blue ground" with millions of tons of rubbish. Then a new plan was tried. A central shaft was sunk into the fallen earth, and tunnels were made from it in all directions into the "blue ground." The diamond-bearing earth is brought up the shaft to the surface, spread out on open spaces called depositing floors, and exposed to the weather.

9. Heat and moisture soon have a wonderful effect upon it. In about nine months it crumbles into powder, and is then ready for washing in the washing machines, which are very elaborate and costly pieces of apparatus. They consist of a hoist for lifting the dry, pulverized "ground" from the floors, a puddling cylinder in which it is mixed with water, and a pan fitted with revolving arms and teeth in which the gravel is separated from the mud. The lighter stones are carried away in a current of water, and the diamonds are left behind with the heavier stones.

10. Lastly, the gravel which remains is passed over a sloping table divided into steps and covered with grease. The table is kept shaking; the diamonds stick to the greased surface, and the rest of the stones roll on. Assorters armed with trowels now sort the diamonds, which are boiled in acids to clean them, and are then valued and set out in heaps on sheets of white paper, for sale to buyers representing the leading diamond merchants of Europe.



KAFIRS ON THE WAY TO THE MINES.

11. These buyers are not allowed to pick out special stones, but must buy one or other of the parcels offered for sale. Do not imagine that the diamonds at this stage are the flashing and gleaming brilliants which you see in the jeweller's shop window. As yet they are rather ordinary-looking stones, and the diamond-cutter must cut and polish them before they are fit for the ring, the necklace, and the crown.

12. Most of the actual mining is done by Kafirs, who are confined to "compounds," and are never

allowed to go off the premises during the term of their engagement. Generally they are engaged for three months.

13. When the men come up from the mine they are stripped and carefully examined; for diamonds are easy to conceal, and there are plenty of rascally traders outside only too ready to tempt the native labourer to steal the precious stones. Very severe punishment is meted out to those who are found guilty of I.D.B., or illicit diamond-buying.

14. The clothes of the Kafirs are taken away from them to be thoroughly overhauled, and are returned to them when they begin work in the morning. When the Kafirs are "off work" they sit about in groups draped in blankets, chattering, laughing, gambling, feeding, or sleeping. After a few months of this life, they are able to go home to their kinsmen and swagger amongst them as wealthy men.

15. Yet Kimberley, notwithstanding the improvements that have been made, is not altogether an inviting place. In summer—the English winter—the heat is excessive, and the dust lies two feet thick in the streets. But Kimberley has its compensations in the boundless veldt around it and the clear blue skies above it.

16. The De Beers Company employs large numbers of Europeans, and for their accommodation a model village, known as Kenilworth, has been erected. Comfortable red-brick cottages, each with its trellised porch and flower-garden, stand in the midst of shady trees. At the entrance to the village are a church and a club, and adjoining the latter is a large orchard.

38. NATAL.

1. Natal received its name from that fine old navigator Vasco da Gama, who sighted it in 1497, on Christmas Day, the *natal* or birth day of our Lord. Up to 1856 it was part of Cape Province, but in that year it was formed into a separate colony, under the British Crown.

2. It lies wedged in between the lofty Drakenberg Mountains and the sea, with the Pongola River as its northern boundary. Together with Zululand and the Transvaal territory assigned to it in 1902, Natal covers an area greater than that of Ireland. The land rises rapidly from the sea to the mountains, and except for the coast strip, there are no plains in the country.

3. The highlands rise higher and higher, until they culminate in the sheer precipitous walls of the Drakenberg Mountains, which lift themselves in stern grandeur to more than ten thousand feet, and are snow-tipped even at midsummer.

4. The mountain scenery of Natal is extremely fine, rivalling that of the Alps and the Rocky Mountains. White peaks, stupendous cliffs, rocky gorges, and grand waterfalls combine to make this part of the colony one of the most picturesque corners of the world. Amongst the numerous rivers of Natal the most important is the Tugela, which marks off Zululand from the older parts of the colony.

5. It was amongst these highlands of Natal that the early battles of the late Boer War were fought.

The Boers knew that the rugged nature of the country was admirably adapted to their peculiar mode of fighting; so when war was declared they poured into the triangular northern part of the province, and forced the small British army opposed to them to take refuge in Ladysmith, a town in a hollow between high hills near the Klip River.

6. Not only did they besiege Ladysmith for one hundred and nineteen days, but, by rapid movements and skilfully-constructed intrenchments, they kept back for a considerable time General Buller's large relieving army, which occupied the south bank of the river Tugela.

7. Natal has been called the "Garden of South Africa," and well does it deserve the name. On the low-lying coast lands tropical products—such as coffee, sugar, rice, cotton, bananas, and pineapples—grow luxuriantly. Ascending the plateau to the "midlands," we find a delightful climate, where "on five days a week, during *every* month of the year, both winter and summer, afternoon tea may be taken out of doors."

8. In this part of Natal there are smiling homesteads, orchards, well-tilled fields hedged with acacia, and bearing crops like those of the United Kingdom. Trees flourish splendidly, the oak growing three times as fast as it does in England. Higher up still we come to the stock-farming district, with splendid pasture for sheep and cattle. The air in those upland parts is delightfully breezy and bracing.

9. Snow is rarely seen except on the tops of the

highest hills, but in the uplands the temperature during winter nights sometimes falls below freezing-point. During the summer season Natal is subject to thunderstorms and hailstorms. They come suddenly, giving no signs of their approach; but when they have passed, they leave a well-marked track of destruction behind.



IN DURBAN.

(Notice the Japanese rickshaws drawn by Zulus.)

10. Natal is fortunate in possessing large stores of good coal. It is said that there is more coal in the province than there was in England before the English mines were first worked. The Dundee coal-field, in the north-west of Natal, is capable of producing 1,000 tons a day. There are also iron mines and marble quarries, and rich gold reefs are said to exist in Zululand. The future of Natal, both

agriculturally and industrially, is very bright indeed.

11. The capital, Pietermaritzburg, or Maritzburg as it is usually called, was founded by Dutch emigrant farmers in 1839, and was named after two of their leaders, Pieter Retief and Gert Maritz. It is a pleasant tree-shaded town, built chiefly of red bricks, standing in a healthy and beautiful situation. Maritzburg has a number of fine buildings, a tastefully-laid-out park, and botanic gardens.

12. Durban, the seaport of Natal, is the largest town in the province, and a place of great commercial importance. The harbour, which covers some seven square miles, is formed by a promontory called the Bluff and a sandy tongue of land called the Point. Below the Bluff are two long, low breakwaters. Owing to successful dredging operations, large ocean steamers can now enter the inner harbour, and passengers are able to step from these steamers into the Natal Government railway trains which are drawn up on the wharves.

13. Durban is the most beautiful town in South Africa, and a delightful place of residence. Berea, its principal suburb, is built on a range of hills behind the town, and is literally embosomed in trees.

14. Natal was the first part of South Africa to introduce the "iron horse," and now, in spite of the broken character of the country, it is well equipped with railways. The engineers who constructed the lines had many difficulties to encounter. For instance, in travelling from Durban to Maritzburg, a

distance of about seventy miles, the gradient is sometimes about 1 in 30. In the first thirty miles the train zigzags up to a height of 2,000 feet, and winds along the slopes and lofty crests of ridge after ridge, which look down into deep valleys. Between Durban and Charlestown, on the frontier of the Transvaal, the train has to be lifted a vertical height of 5,300 feet.



THE TRANSVAAL FROM MAJUBA.

15. The scenery along this line is charming; and the names of many of the stations are very familiar to us from their connection with the events of the Boer War. The train runs by the famous Majuba Hill, and at Laing's Nek passes through a long tunnel and emerges upon the flat plains of the Transvaal. From Ladysmith a branch line runs over Van Reenen Pass into the Orange Free State.

16. The population of Natal is curiously mixed.

The British outnumber the Dutch, but there are fourteen black men to every white man. One hundred thousand of these black men are Hindu coolies, who were first introduced to work in the sugar plantations. These Indians now do most of the market-gardening and the menial work of the province; and as they labour for a very low wage, the white man does not regard them with friendly feelings. The great bulk of the population, however, consists of Zulus, who grow mealies and tend cattle, and live in a state of semi-savagery. They are now peaceable, though they caused some anxiety by their restlessness in the early part of 1906.

17. Five hundred miles to the east of Madagascar is the British colony of Mauritius, to which are attached the Seychelles, Rodriguez, and the Amirante Islands. The islands of Mauritius and Réunion are simply the crowns of elevations which rise steeply from profound ocean depths. The middle and the south of Mauritius are mountainous, and there is an extensive jungle-covered plain in the north. Mauritius is about seven hundred square miles in area, and has low coral-fringed shores. There is but one excellent harbour, and that is at Port Louis, in the north-west.

18. Agriculture is the only employment of the people, and sugar-cane is the chief crop. Port Louis, the capital, has all the trade. It is a somewhat unhealthy place. Curepipe, in the interior, is the chief health station.

39. THE ORANGE FREE STATE AND THE TRANSVAAL.

1. A considerable portion of the South African table-land is occupied by the Orange Free State and the Transvaal. The Orange Free State was known by this name up to 1900, when it was changed to the Orange River Colony. It recovered its original name in 1910. It lies between the Orange and the Vaal River, and consists of a gently undulating country, with isolated flat-topped hills known as *koppies* (pronounced *koppies*), which seldom exceed five hundred or six hundred feet in height. *Kop*, of course, is a Dutch word, and so are *kloof*, a cleft or gap in the mountains; *berg*, a rugged mountain; *klip*, a rock; and *veldt*, an open field.

2. Except along the banks of the Caledon River, where the lofty mountains of Basutoland afford many fine views, the scenery is monotonous and dreary. The wide, treeless plains are brown and parched during the greater part of the year; but in the early summer months of November and December the thirsty veldt receives showers of rain, and a green, refreshing verdure springs up everywhere.

3. The Orange River, which gives its name to the province, is the most important of the second-class African streams. It resembles the Nile in being obstructed by rapids and cataracts, and in not receiving a single permanent tributary for the last five hundred miles of its course. It is 1,300 miles long, and drains an area equal to three times that of the British Isles.

4. The highest head stream of the river rises at the foot of Champagne Castle, a fine peak of the Drakenberg Mountains overlooking Natal. Further north rises the Caledon River, which flows between Basutoland and the Orange Free State to join the Orange. The combined stream then sweeps to the north-west, and forms part of the northern boundary of Cape Province.

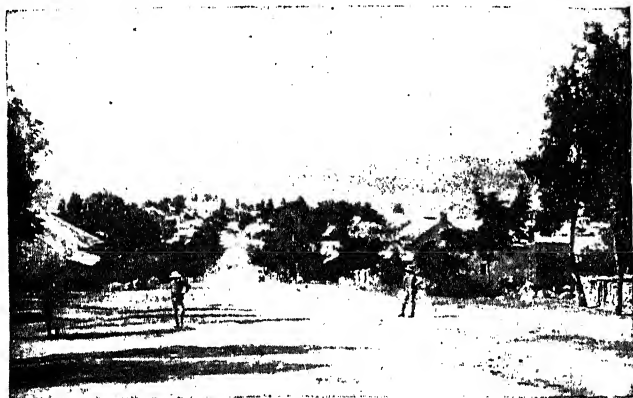
5. Not far from Kimberley the Orange receives the well-known river the Vaal, which flows between the Orange Free State and the Transvaal. On the steep banks of its tributary, the Modder, in February 1900, the Boer forces under Cronje surrendered to the British, after a desperate resistance.

6. The united stream now winds westwards, and is joined by many tributaries on both banks. Most of these feeders, however, are broad, dry gullies, which are only flushed during the rainy season. Some two hundred and fifty miles from the Atlantic we find the famous "Great Falls," which consist of cataracts and rapids extending for sixteen miles.

7. The Orange Free State is almost entirely a pastoral country, with wide grazing grounds for sheep and cattle. Agriculture is almost entirely confined to the south-eastern part of the province, where wheat is successfully grown. A little gold is obtained, some coal is mined, and several diamond mines are worked; but there are no manufactures, and practically the only occupation of the people is cattle-farming. The natives, many of whom still live together in tribes, form the bulk of the population. Before the war,

four-fifths of the white people were Boers, speaking their own *taal*, or dialect of Dutch.

8. The only town worthy of the name is Bloemfontein. It is a quiet, healthy place, with about thirty thousand inhabitants. It contains several substantial buildings, one of which is the Raadzaal, or council chamber of the former republican government. The town is supplied with water from the



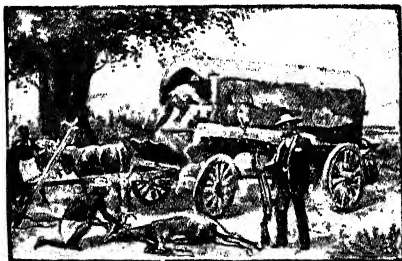
BLOEMFONTEIN FROM THE SOUTH.

Modder River, and is lighted by electric light. The trunk railway line from Cape Town to Johannesburg and Pretoria runs through the province from south to north.

9. As its name implies, the Transvaal Province lies across the Vaal. It extends northward to Rhodesia, and is cut off from the Indian Ocean by Portuguese South-East Africa. Like the Orange Free State, it is part of the South African plateau, and consists

of great sweeping plains, broken here and there by low mountain ranges and kopjes. It is covered for the most part with grass of scanty growth, thorny trees, and low shrubs. The Drakenberg Mountains are continued into the Transvaal in a long ridge which runs north and south.

10. The northern parts of the country, and a strip along the eastern border, are low, marshy, and well wooded, and form the Bush Veldt, so called to distinguish it from the High Veldt, or wide, grassy



A BOER HUNTER.

plains between the Vaal River and the Magaliesberg. In the Bush Veldt the grass is tall and rank, and the thick woods give shelter to many wild animals. Its

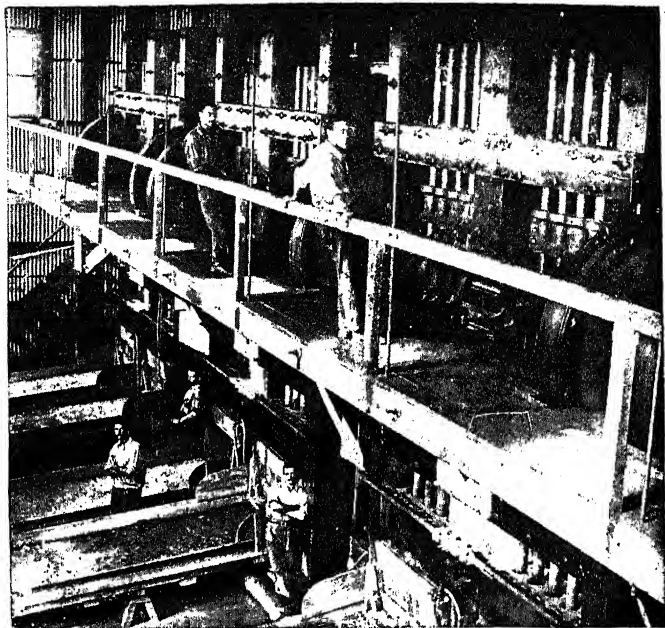
lower parts are infested by the tsetse fly, which works deadly havoc on horses and oxen that have not been "salted." The Middle Veldt, which surrounds the High Veldt, is "the garden of the Transvaal."

11. The only occupation of the Boers is sheep and cattle farming. As the grass is thin, the farms are of great size; and it is the custom of many farmers to drive their herds in winter to the Bush Veldt, and to bring them back to the High Veldt in summer, when the rains have clothed it with fresh grass. A great deal of "Boer" tobacco is grown, and is being exported.

12. The extremely rich gold-bearing reefs of the Witwatersrand, or the Rand, were discovered in 1885. The gold-field stretches along the northern rim of a long, rocky ridge, thirty-five miles south of Pretoria. The rock of which the ridge is composed consists chiefly of fragments of quartz containing gold embedded in sandstone. It is known by the Boers as *banket*, or almond-toffee, which it closely resembles in appearance.

13. Barberton, in the Eastern Transvaal, is an important gold-mining centre, and there are many other places where the precious metal exists. Up to 1912 gold to the value of three hundred and twenty-five million pounds sterling had been produced. Coal is worked at a few places, notably in the Heidelberg district, to the south of Johannesburg. In 1905 the largest diamond in the world was found in the Premier mine. It weighed 3,032 carats, and was valued at an enormous sum of money. It is known as the Cullinan diamond.

14. Pretoria, the capital of the Transvaal, and the seat of its former government, was occupied by a British army under Lord Roberts on June 5, 1900. It is a hill-girt town, with "red-and-white houses, tall clumps of trees, and pink lines of blooming rose-hedges." It has wide, shady streets, but it is not so healthy a place as Johannesburg. Its chief feature is the great Dutch church. At the annual celebration of the *Nachtmaal*, or Lord's Supper, Boers, with their wives and children, come from great distances in their ox-wagons, and "outspan" in the market square.



A STAMP BATTERY.

15. The largest town, however, is Johannesburg. In 1886 it consisted of a number of rough shanties; now it is a large and handsome place. Some of the mines are in Johannesburg itself, others are on the neighbouring hillsides, and everywhere one sees chimney-stacks, the head-gear of mining shafts, and the ugly heaps of "tailings," and hears the thud of the batteries that crush the gold-bearing rock. The mines are chiefly worked by native and Chinese labourers, who are confined to "compounds" during the term of their engagement.

40. SOUTHERN RHODESIA.

1. North of British Bechuanaland, which is now a part of Cape Province, is the wide, sparsely-populated Bechuanaland Protectorate, which comprises the territories of several native chiefs. This great expanse of country is, for the most part, dry and arid, and suitable only for the rearing of cattle, sheep, and goats.

2. Most of the natives live in large villages near the Notwani and other tributaries of the Limpopo, and their wealth consists in their herds of cattle, which graze at large during the rainy season, but are gathered about the rivers and wells when the long dry season sets in. Palapye, in Khama's country, is the largest native town in South Africa.

3. North of the Bechuanaland Protectorate and the Transvaal is a mighty region, stretching right away to the Zambezi, and equal in area to one-fifth of Europe. This vast tract of country has been unofficially called Rhodesia, out of compliment to the late Right Hon. C. J. Rhodes, who was mainly instrumental in securing it for Britain.

4. Southern Rhodesia, which comprises Matabeleland and Mashonaland, consists mainly of a high table-land forming the watershed between the valley of the Zambezi and the valley of the Limpopo. On the broad back of this elevated region the climate is fine and bracing, and especially suited to Europeans. Much of the soil is fertile, but there are wide spaces of sandy, waterless land. The whole country is within the tropics, and in the hot low grounds near the

two great rivers tropical vegetation grows luxuriantly. Rubber vines abound, and from them the natives collect the milky juice, which hardens into the well-known rubber of commerce. Rhodesia is a land of promise, not as yet thoroughly explored, but already proved to be rich in gold, silver, and other metals.

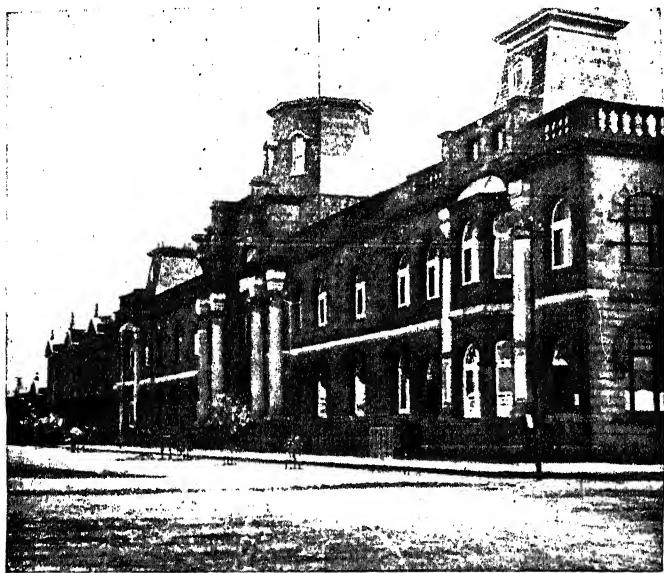
5. The civilized history of Rhodesia only began in the year 1888, when the British South Africa Company was formed to work its mines and develop its resources. In 1889 the Company received a charter from the British Government granting it sovereign rights, and at once began the work of occupying and opening up the country. There was no time to be lost, for the Boers of the Transvaal coveted the land, and were preparing an expedition to take possession of it.

6. The South Africa Company, however, managed to be first in the field. Mr. Selous, the great hunter and traveller, who had already visited the country, undertook to lead a pioneer party of about 200 white men and 150 natives to an elevation on the plateau called Mount Hampden, which he considered specially suitable for a settlement.

7. The pioneers, accompanied by 500 mounted police, started from Bechuanaland in June 1890, and pushed on over a thousand miles of pathless, unexplored country, across rivers and streams, through bush and forest, often cutting their way through the dense undergrowth that barred their progress. Undaunted by difficulties, and unopposed by the friendly Mashonas, they reached the breezy uplands of Mount

Hampden on the 12th of September in the same year.

8. As soon as the pioneers reached their destination a town was founded, and was named Fort Salisbury. The pioneer force, having fulfilled its contract with the Company, was disbanded, and the mem-



HIGH COURT, BULAWAYO.

bers scattered far and wide to prospect for gold. Up to that date it was supposed that the gold reefs, when they were found, would be worked for the first time; but it was soon discovered that hundreds, perhaps thousands, of years earlier the mines had been known and used by people who must have been almost civilized. Many of the old workings

were reopened, and a number of new gold-bearing reefs were discovered by the prospectors.

9. At Great Zimbabwe, about eighteen miles from Victoria, a curious circular temple and hill fortress has been discovered. Within it were found crucibles and other implements used in gold-smelting. The ruins are extremely old—so old, indeed, that all memory of the builders has passed away.

10. Perhaps Great Zimbabwe was the stronghold of Arabs, who, many centuries ago, employed the natives of the district in mining and extracting gold. The ruins resemble those found at Sana, the present capital of Arabia Felix, and it has been suggested that they are the long-lost mines from which Solomon and the Queen of Sheba obtained their stores of gold.

11. Though gold-miners are at work and settlers have taken up farms, Rhodesia has not as yet advanced very rapidly. Its career so far has been much checked by war. In 1893 the Company came into conflict with Lobengula, the great Matabele chief, who constantly led his *impis* against the peaceful Mashonas engaged in working for the white settlers. The king was defeated, and his kraal at Bulawayo was occupied on November 14, 1893. Government House now stands on the site of the royal kraal.

12. Bulawayo has now become a British town, with a mayor and corporation, daily and weekly newspapers, clubs, a racecourse, a park, several public buildings, and—beggars! It is connected by rail with Cape Town, with the coal-fields of Wankie, with

the Zambezi, and Kalomo, the seat of government in North-West Rhodesia. It is also connected with Beira, on the Indian Ocean, by way of Salisbury. In working order or under construction, Rhodesia has over 2,400 miles of railway.

13. In the early part of 1896 rinderpest appeared in Rhodesia, and caused a terrible destruction of cattle. To prevent the disease from spreading, the



WORLD'S VIEW, MATOPPO HILLS, BURIAL-PLACE OF MR. RHODES.

infected cattle of the Matabele were slaughtered. The natives, not understanding why their property was destroyed, rose in arms once more, but in the end they submitted, and are now peaceable.

14. About twenty miles south-east of Bulawayo are the Matoppos Hills, which have been described as "a great sea of billowy granite." They are extremely picturesque, and are covered with boulders of all

shapes and sizes. In a rock tomb on these hills, at a place called World's View, lie the remains of Cecil John Rhodes, founder of Rhodesia.

15. Rhodesia is likely to prove a good field for emigration, though at present the life of a farmer is anything but free from care. His promising field of forage may be swept off in an hour by locusts, his herds may be ravished by lions, or his native labourers



THE VICTORIA FALLS ON THE RIVER ZAMBEZI.

(Now spanned by a cantilever steel bridge, 650 feet long. It is the highest bridge in the world, being 380 feet above the surface of the water at flood-time.)

may suddenly disappear just when he most needs their services. Still, sturdy men, with a little capital, are likely to do well.

16. The Bulawayo Railway runs northward from Kimberley, through a strip of Bechuanaland territory which has been assigned to the Company. The chief town in this strip is Mafeking, which held out so long and so gallantly in the Boer War, under the command of Colonel Baden-Powell.

41. MEN AND ANIMALS OF SOUTH AFRICA.

1. The first white settlers in South Africa found two native races in possession. The one was a yellow-skinned people, with high cheek bones, flat noses, and wirelike hair. They were the Hottentots, who led an easy life, and were rich in flocks and herds. They lived in kraals, or circular villages of beehive-shaped huts, and used bows and poisoned arrows as arms of defence.

2. The other native race belonged to the same stock as the Hottentots, but was much lower in the scale of humanity. The Bushmen, as the Europeans called them, were small, spare men, who gained a livelihood by hunting or trapping, but never by tilling the ground. Armed with bows and arrows, the latter being tipped with poisoned bone or stone, they were formidable enemies, and the most expert, daring, and untiring hunters on the African continent.

3. As a rule, they had no settled habitations, but lived in holes in the ground, or in caves in the mountains. Some of these low, savage Bushmen had the instinct of the artist: the walls of their caves are covered with curious pictures, drawn and coloured with much skill. The Hottentots and the Bushmen are now fast disappearing, and few of them remain within the borders of Cape Province.

4. By far the most interesting of the native tribes are the Zulus, Pondos, Swazis, Basutos, and others belonging to the Bantu family, and generally spoken of as Kafirs. They are tall, well-built, athletic men.

many of them over six feet in height, and are superior in every way to the Hottentots and Bushmen, whom they have supplanted.

5. Their hair is thick and woolly, their foreheads are high, their eyes are bright, and they carry themselves with dignity. In the interior they still clothe



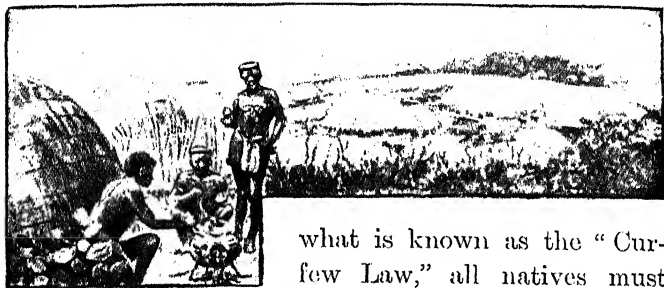
KAFIR WOMAN.

themselves in ox-hides, leopard skins, and blankets; but where they are in contact with white men they cannot resist the temptation of dressing up in cast-off European clothes and old military uniforms. Their arms, which are now carried only for show, consist of assegais or throwing-spears, ox-hide shields, and knob-kerries, or sticks with a heavy knob at the end.

6. Many of the Kafirs still live together in tribes, and retain their own customs and forms of government. The father of each household, like the ancient Roman father, has complete power over the members of his family. A Kafir, as a rule, has several wives. Most of the hard work, such as planting and harvesting the mealies and the Kafir

corn, is done by the women; the young men tend the cattle; and the fathers of the kraal loll about, idling, smoking, palavering, and sometimes hunting.

7. In most parts of South Africa the system of native "locations," or reserves, has been adopted. On the country "locations" the Government appoints the headman, who is responsible for the good government of the district. In the towns, especially of the eastern province, the natives live in municipal "locations," under the control of a white superintendent. Under



what is known as the "Curfew Law," all natives must retire to their locations at eight or nine o'clock at night. In Natal and Zululand a certain proportion of the Crown lands is set apart solely for the use of the natives.

8. Though missionaries are actively at work amongst the natives, Christianity has not yet taken much hold of the coloured population. Of religion the Kafir has next to none at all. He has a hazy idea of a "great chief," but little more. He believes in ghosts, worships snakes, and is entirely under the control of the dreaded "witch doctor." Thousands of Kafirs, however, have become Christians.

Much of the heavy labour in the diamond, the gold, and the coal mines, on the railways and the farms, is done by Kafirs. Only skilled white men need trouble to emigrate to Cape Province. "The white man is the brain and the black man the sinew of South Africa."

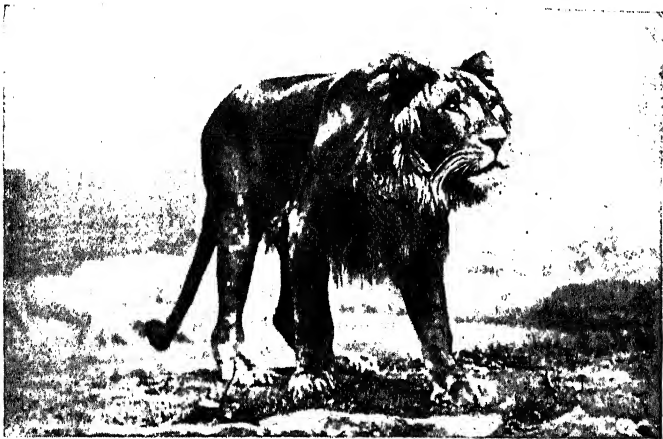
9. Now let us briefly glance at some of the wild animals to be met with in South Africa to-day. When the Dutch first landed, the country swarmed with big game. Immense herds of hippopotami wallowed in a swamp which is now part of Cape Town; elands and harts roamed over the slopes of Table Mountain; and in 1685 a rhinoceros charged the governor's coach in the neighbourhood of the capital. Lions were so plentiful and so bold that on January 23, 1653, the commander of the Cape Town garrison wrote in his diary: "Last night the lions appeared about to storm the fort for the sheep within it."

10. Shortly afterwards, when an expedition travelled overland to Saldanha Bay, the men were obliged to travel by a roundabout route in order to avoid troops of elephants. On another journey, when an expedition visited the Paarl Valley, it fell in with huge herds of zebras and hippopotami.

11. All this is now changed. The lion is no longer to be found south of the Vaal or Orange River, though he may still be met with in the north of the Transvaal and in the territories beyond the Limpopo. The hippopotamus has deserted the Cape, though he still haunts the lower reaches of the Orange River and

some of the Zululand streams. The rhinoceros is now extinct both in Cape Province and in the Transvaal.

12. Fifty years ago elephants abounded; but so many were shot for the sake of their ivory, that they ran the risk of being exterminated. Except for the herds preserved by the Government in a narrow strip of country, about 250 miles long, near Port Elizabeth, there are no wild elephants to be found south of the Zambezi.



A HUNGRY LION.
(From photo by Ottomar Anschütz, Berlin.)

13. The leopard, too, is rare in Cape Province and Natal, but is fairly numerous in the remoter parts of the Transvaal and Bechuanaland, where it preys on baboons and on small antelopes. The wild buffalo has also retreated towards the interior, but is even now fairly plentiful along the banks of the Zambezi. Many species of antelope are hunted in the remoter

parts of Cape Province, and the giraffe roams over the Kalahari desert.

14. Jackals are common all over the country, but hyænas have been almost exterminated in Cape Province. The dog-faced baboon is found in rocky and mountainous tracts. He is a great robber of gardens, and is very numerous in the Zambezi district. Snakes,



SECRETARY BIRD.

such as the deadly puff-adder and the cobra, are very common. The secretary bird, a long-legged creature, with a crest of feathers which look like quill pens stuck behind its ear, is a great eater of snakes, and so is the pig.

15. There are numerous insect-feeders, the most interesting of them being the aardvark, or

earth-pig. Its long snout and strong, hooflike nails enable it to break open the hard nests of the white ants upon which it feeds. In Cape Province this remarkable creature is hunted for the sake of its flesh and its skin. The white ants upon which it feeds are most destructive. They will eat anything but metal. The telegraph poles must be made of

iron to resist their ravages. Amongst other pests are the locusts, or "volt-gangers" as the Boers call them. When they have passed over a stretch of country, the land is as bare as the road; not a green blade or leaf is to be seen.

16. Birds of all sorts abound in South Africa, and the sportsman has a splendid choice of feathered game. He may shoot bustards, grouse, quail, snipe, wild geese, widgeon, and teal, and is sure to see eagles, vultures, hawks, cranes, and herons in the course of his wanderings. Though there are not many fish in South African rivers, the sea round the coast abounds in them. Sharks are numerous, and the steenbrass, which sometimes weighs 70 pounds, is caught in the estuaries and bays. Table Bay abounds with crayfish, and the Agulhas Bank is a rich fishing ground.



OSTRICH FARM.

17. Since 1860 the great running birds known as ostriches have been domesticated and reared for the sake of their beautiful feathers. A large ostrich farm is a most interesting sight. It is enclosed by a ring-fence of strong wire, and is subdivided into camps of different sizes. Some of these camps near the homestead are used for the rearing of young birds

hatched in incubators, and other smaller camps of about twenty-five acres are given up to single pairs of old birds which can be trusted to hatch and rear their own chicks. The rest of the farm is divided into large camps of about two thousand six hundred acres apiece, where more than a hundred ostriches can roam at will.

18. The chicks in the home camps are tended by Kafirs. It is the duty of these nurses to supply the young ostriches with plenty of chopped lucern, fine gravel, and nicely-broken bones, all of which are necessary for rearing them. Then they must see that their charges are not exposed to cold or wet; and at sunset, or when the first sign of a coming storm is observed, they must be marched off to a warm, dry, well-lighted room with a clean, sanded floor. So many jackals and other wild animals are on the look-out for a meal of ostrich, that a man is constantly employed to set traps and lay poison for them.

19. At the proper season the full-grown ostriches are driven by mounted men, armed with thorn bushes, into small yards where there is no room for the birds to kick. Then the business of plucking begins, and is conducted with the greatest care, so as to avoid injuring the birds. Though the black and drab feathers are not pulled out until they are ready to be shed, the white ones are cut off as soon as they arrive at perfection. The ostrich feathers exported are valued at about two million pounds sterling annually.

42. BRITISH CENTRAL AFRICA AND BRITISH EAST AFRICA.

1. North of the river Zambezi, and stretching to the shores of Lake Tanganyika, is British Central Africa, which covers an area half as large again as Germany. It is a vast plateau, flanked on the east by Lake Nyasa, and pitted by numerous other great sheets of water, the most important being Lakes Bangweolo and Mweru. The western part of this territory is called Northern Rhodesia, and the eastern part Nyasaland.

2. Northern Rhodesia is subdivided into North-Eastern and North-Western Rhodesia, both of these divisions being administered by the British South Africa Company. The highlands are fairly healthy, but the low-lying parts are infested by the tsetse fly.

3. That portion of British Central Africa known as the Nyasaland Protectorate lies along the south and west shores of Lake Nyasa, and extends to the Zambezi. It is covered with fairly abundant vegetation, which in places reaches tropical luxuriance. The vast forests yield palm oil, rubber, and drugs; and troops of antelopes, elephants, and rhinoceroses roam over the country. Gold, iron, coal, and copper have been discovered, but as yet they are unworked. Coffee was first planted by European settlers in 1876, and



BADGE OF NYASALAND PROTECTORATE.

has flourished so greatly that it now furnishes the chief export. Tobacco and rice are also important products.

4. Before the British took over the country it was fearfully ravaged by slave-traders. Now Sikh police, and British gunboats on the rivers Zambezi and Shiré and on Lake Nyasa, prevent the odious slave traffic from being carried on.

5. Good roads have been made from the Zambezi, and the railway, which will eventually connect the Cape with Cairo, has been pushed beyond the great river, over the borders of Belgian Congo, 2,250 miles from Cape Town. The telegraph line from Cape Town has already been carried to Ujiji, on the eastern shore of Lake Tanganyika. Missionary enterprise is very active, and industrial schools have been established. At present there are no towns of any size in Nyasaland. The largest is on the Shiré Highlands, and is called Blantyre, after the Lanarkshire village in which Livingstone, the great explorer of this region, was born.

6. To the north and east of British Central Africa lies German East Africa. Except for this interruption of German territory, a man may pass on British ground all the way from the Cape to Cairo. North of German East Africa is British East Africa, which stretches from the Indian Ocean westward to Albert Edward Nyanza and Albert Nyanza, and covers an area equal to about half Russia in Europe. Northward it merges into the Sudan, which is now under

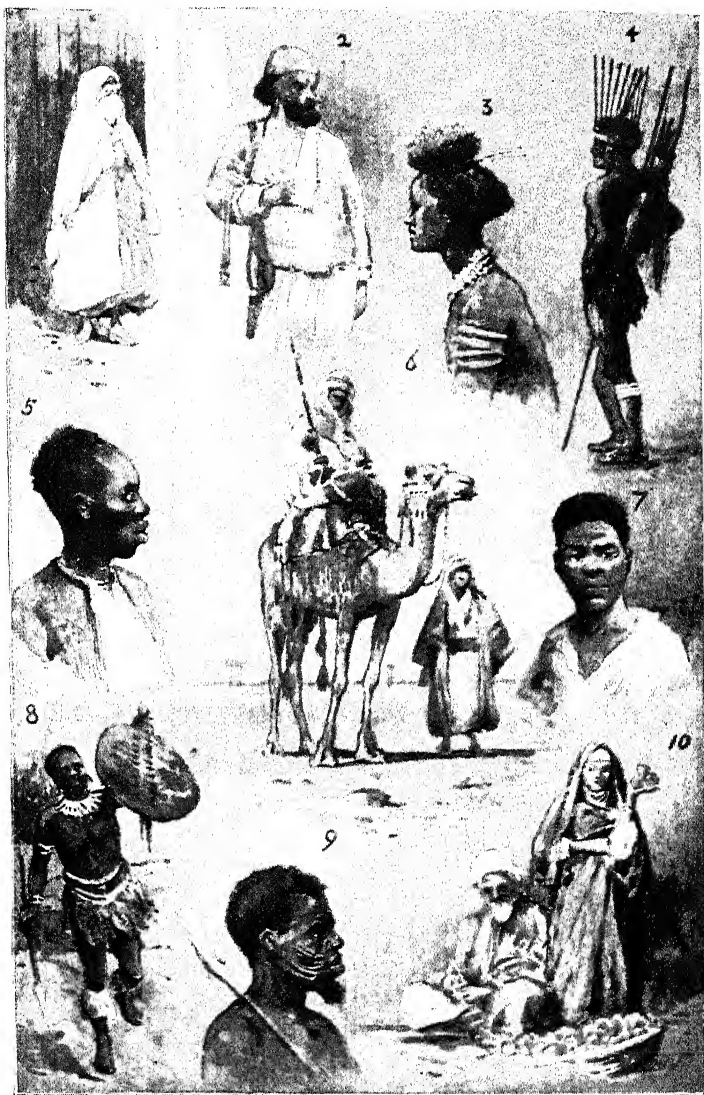
British influence, as part of our protectorate of Egypt.

7. British East Africa consists of two divisions—the East Africa Protectorate, extending from Victoria Nyanza and Lake Rudolph to the Indian Ocean; and the Uganda Protectorate, lying between Victoria Nyanza, on the east, and Albert Edward Nyanza and Albert Nyanza, on the west.

8. The East Africa Protectorate consists of a low coastal plain fronting the Indian Ocean and rising by a steep slope to an inland plateau. Here we find mile after mile of rolling country thickly covered with acacia shrub, and abounding in wild animals. This plateau is crossed by the Great Rift Valley, which contains a string of huge but little-known lakes. On the eastern side of this valley is Kenia, which towers up to 17,200 feet.

9. Much more interesting, however, is that remarkable country known as the Uganda Protectorate. It has thus been described by Sir H. Johnston:—"The Uganda Protectorate offers to the naturalist the most remarkable known forms amongst the African mammals, birds, fish, butterflies, and earthworms, one of which is as large as a snake, and is coloured a brilliant blue. There are forests so dense that they are only to be matched in the Congo Free State and in the Kamerun. There are other districts as hideously desert and void of any form of vegetation as the worst part of the Sahara.

10. "Here is probably the highest point in the whole of the African continent—namely, the loftiest snow peak of the Ruwenzori range. Here is the



NATIVES OF AFRICA.

1. Moorish woman. 2. Egyptian porter. 3. Abyssinian. 4. Bushman. 5. Sudanese negro.
6. Bedawins. 7. Hottentot. 8. Zulu warrior. 9. West African negro. 10. Fellahin.

largest lake in Africa, which gives birth to the main branch of the longest river in the continent. Here, too, is perhaps the biggest extinct volcano in the world—Elgon.

11. "The protectorate, lying on either side of the Equator, contains over a hundred square miles of perpetual snow and ice; it also contains a few spots, in the relatively low-lying valley of the Nile, where the average daily heat is perhaps higher than in any other part of Africa. Within this protectorate are found specimens of nearly all the most marked types of African men," from the Congo pigmies to the handsome Batuma and the fairly civilized Waganda.

12. The climate of Uganda is more temperate than one would expect in an equatorial country. Some of the valleys are fever-stricken, but the highlands are very healthy, and are suited for European colonists. Most of the country is from three to four thousand feet above the level of the sea, and this elevation, together with the nearness of the great lakes, accounts for the comparatively temperate climate.

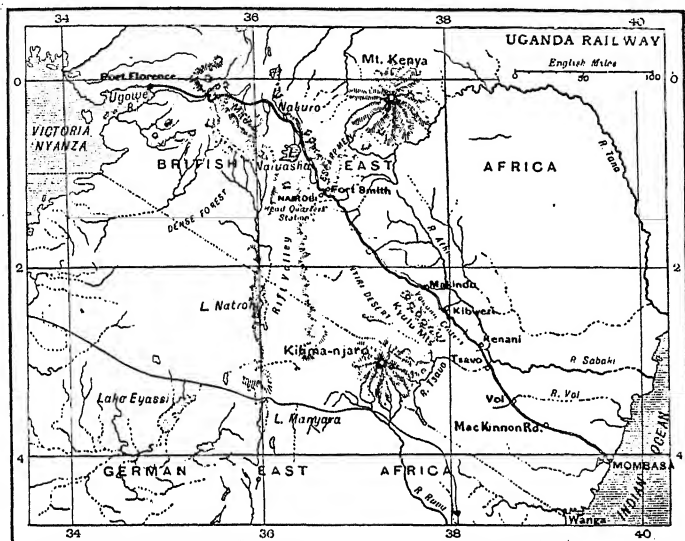
13. The Waganda are a very intelligent race, and have been called "the Japanese of Africa," because they learn new arts very readily, and are extremely skilful. Missionaries have made many converts amongst them, but unhappily the different sects have quarrelled amongst themselves, and the country has suffered greatly from internal disorder. Another drawback is the prevalence of the "sleeping sickness," which has carried off thousands of the people.

14. Uganda, however, is likely to advance now that the railway, which we shall describe in the next lesson, is completed. Ivory, timber, rubber, and cattle are the chief products at present. Uganda, however, is well adapted for the growth of sugar-cane, coffee, and tobacco, and we may expect to add these to her resources in the future.

15. The capital of Uganda is Entebbe, on the north-eastern shore of Victoria Nyanza. Not far to the north of it stands the old native capital of Mengo. Entebbe is growing very rapidly, and will soon be a substantial town. There is a weekly service of steamers between Entebbe and Port Florence, the terminus of the railway on the eastern side of the lake.

16. Thirty miles off the coast of German East Africa is the large coral island of Zanzibar, which since 1890 has been under British protection. The island is very fertile, and is clothed with grass and brilliant tropical vegetation. The most important commercial product of Zanzibar, and also of the sister island of Pemba, which lies forty miles to the north, is cloves.

17. Important as the clove industry is, Zanzibar is chiefly valuable to us because its town is the chief commercial centre of Equatorial Africa. It is the "Liverpool of the East African coast." The town of Zanzibar stands on a bay on the landward side, and its roads are always busy with shipping. For centuries it was a great centre of the slave trade; but slavery is now put down, and a Christian cathedral occupies the site of the old slave-market.



MAP OF THE UGANDA RAILWAY.

43. A JOURNEY ON THE UGANDA RAILWAY.

1. One of the most remarkable railways in the world now connects the heart of Africa with the Indian Ocean, and thus with the whole civilized world. A few years ago Uganda was almost inaccessible; its products had no outlet, for some six hundred miles of fever-ridden swamp, primeval forest, wind-swept plateau, and steep mountain lay between it and the coast. The whole region was, and still is, the haunt of innumerable wild animals and scarcely less wild savages. Now the locomotive puffs along an iron way of civilization from Mombasa on the Indian Ocean to Port Florence on the north-eastern shore

of Victoria Nyanza, a distance of five hundred and eighty miles.

2. The work was begun in January 1896, and was completed in 1901. The wild, naked natives of the regions through which the railway passes were of little or no use in building the line, so thousands of coolies had to be imported from India, along with draughtsmen, surveyors, and clerks. The railway is indeed "a wedge of India two miles broad right across East Africa."

3. The difficulties of constructing the line were enormous. Dense forests had to be pierced, and the work of clearing away the undergrowth was often greater than the spade-work of making the line. Waterless deserts had to be crossed, rushing torrents had to be spanned, deep cuttings had to be made, and perhaps the steepest ascents in the world had to be overcome. Lions abounded, and frequently attacked the workmen on the line. On one occasion the coolies struck work, altogether until two man-eating lions, which made frequent and deadly raids upon them, had been killed.

4. Let us make a journey along this wonderful railway. Our train is standing in the station at Mombasa. The engine is of the heavy American pattern, with a cow-catcher in front. This is necessary, for in the wild country through which we are to pass wild animals frequently trespass on the railway. A train on this line has been known to crash into a rhinoceros or a herd of zebras. Behind the engine is a tank-truck full of water, for we are to pass over

deserts where not a single drop of water can be procured. The passenger cars resemble those used in India and South Africa.

5. The engine whistles, and away we go. Soon we find ourselves rattling across the Salisbury Bridge, which spans the arm of the sea separating the island of Mombasa from the mainland. For the next four or five hours we traverse a fairly interesting country, with low thorn bush and scrub in the foreground



SCENE ON THE UGANDA RAILWAY.

and hills behind. Here and there are villages, and occasional signs of cultivation. Then we enter the waterless and trackless Taru Desert, and after accomplishing a hundred miles of our journey we pull up at Voi.

6. The station resembles a country station in England, and a hundred yards away is a well-kept restaurant, where a hot six-course dinner can be obtained. Dinner over, we board the train once more, and travel to Makindu, which is now a large

Indian settlement of railway hands. It is two hundred miles from Mombasa.

7. "From Makindu," says Sir Harry Johnstone, "I travelled on through the night towards Nairobi. As the dawn diffused itself over the Athi Plains, we saw from the windows of the train a rare and beautiful sight. These immense level stretches of grass-land, reduced in the present droughts to uniform gray-yellow stubble, were literally covered by herds of game, individuals of which would approach quite close to the line, as though they had already lost all fear of the rushing, jointed monster with the smoking head.

8. "We saw zebras as close as one might see horses grazing in the meadows along an English railway, and gnus were to us as cattle lazily flicking the flies off their haunches. Gazelles grazed, and merely lifted their lovely heads as we rattled by. Hartebeestes and giraffes could be discerned, while the pallah and oribi, warthog and jackal were things of no account. Ostriches were constantly seen.

9. "The whole hour's panorama of this wonderful zoological garden was like a sportman's dream, but the fact was, we had been crossing the Athi game reserve, where the animals are protected." Many horrible stories are told of the ferocity of the lions in this part of the country. In June 1901 a European passenger, sleeping in a carriage drawn up on a siding, was dragged from his berth by a lion, and killed in a neighbouring jungle.

10. Now we reach Kibwezi, situated amidst beauti-

ful hills gloriously clad with verdure. Soon we steam into Nairobi, the headquarters of the railway, three hundred and thirty miles from Mombasa. When the Nairobi River is crossed the line begins to climb upward, and the scenery becomes extremely wild and rugged.

11. In place of the open plains with dried-up watercourses which have hitherto prevailed, there are rushing rivers, crossed by many bridges. Here, too, are deep forests of huge trees, beneath which is a dense growth of brushwood. Many of the trees are palms and varieties of teak, but some are "bark-cloth" trees, so called because the natives weave the bark into a fine cloth.

12. Much of this plateau region which we are now traversing is suitable for white settlement, and would make excellent ranching country. Settlers have already taken up land, and the government has established farms at Nairobi and Naivasha. There was a project for establishing a settlement of Jews in this region, but it has been abandoned.

13. By many awkward curves and twists the line continues to mount higher and higher. The hills slope steeply to the Rift River, and then immediately rise in a precipitous slope, up which the trucks are hauled by a rope railway. At Mau Station we are nine thousand feet above sea-level, and are four hundred and eighty miles from Mombasa. Nowhere in the world is there such a steep railway ascent as this. The nights are very cold here, and we are glad of blankets and rugs though we are less than one degree from the equator.

14. Once the Mau summit is reached the great difficulties of construction are over, for there is a descent, in some places very steep indeed, all the way to Port Florence. As we speed along we pass Lake Naivasha, and see schools of unwieldy hippopotami disporting themselves in the water.

15. Notice the telegraph poles. Strange to say, they are living trees of the "bark-cloth" kind. Iron telegraph poles would have been far too costly, and wooden poles would have been speedily honeycombed by the voracious white ants which swarm in this region. The engineers, however, discovered that the ants very rarely attack living trees. They therefore transplanted a number of living trees along the line of the route and bound the telegraph wires to them.

16. Hour after hour passes, and now the train steams into the terminus at Port Florence, and we see the waters of the mighty Victoria Nyanza before us. Port Florence has now quite a busy air, and is certain to become an important place in the future. Numerous steamers, built in England and carried out in sections, now ply upon Victoria Nyanza, and serve as "feeders" to the railway.

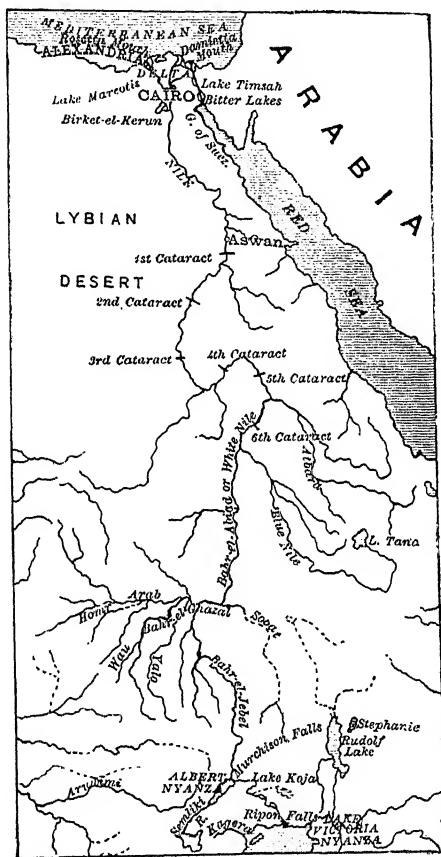
17. At present the line is worked at a loss, but in years to come it is almost sure to pay. Though not yet a financial success, it enables us to open up the East Africa Protectorate to white settlement, and to control Uganda; it gives British East Africa a future, and has played its part in stamping out the curse of the land—the slave trade.

44. THE NILE.

1. There is no river in all the world so famous and so attractive as the Nile. As Herodotus, the Greek historian, tells us, the land of Egypt is the gift of the river Nile. Without the Nile there would be no Egypt; were its waters to fail, the sands of the Libyan desert would overwhelm the strip of fertile country, and stretch uninterruptedly to the Red Sea.

2. The story of the Nile is the story of Egypt, and Egypt was the cradle of the world's civilization. Its history carries us back

to the infancy of the world, to a period long before the foundations of Athens and Rome were laid.



3. Apart from its grand historical associations, the river has always been a source of wonder and curiosity. It was an awful mystery to the ancient Egyptians, who worshipped it as a god. As far south as their knowledge extended there was a thirsty desert, and yet from this unending waste came a clear, silvery stream of water, which once a year, with great regularity, was swollen by a flood laden with rich mud, which, when spread over the land, produced fields of waving corn, beans, and lupine.

4. No Egyptian could explain this annual inundation, except by the fable that on the 17th of June in each year a miraculous drop of water fell into the river, whereupon it began to swell up and overflow. Only in the latter part of the nineteenth century have explorers discovered the origin of the Nile floods—a secret which has been hidden from men for thousands of years.

5. Let us follow the course of this ancient and mighty stream from source to mouth. If we examine a map of Africa, our eye will be attracted by a group of great inland seas. The largest of them is crossed by the equator, and is known as the Victoria Nyanza. It is a sheet of fresh water larger than Scotland, and it lies nearly four thousand feet above sea-level. Entering the lake on its western shore is the river Kagera, which rises in German territory three degrees south of the equator. This river is said to be the head stream of the Nile.

6. The river leaves the Victoria Nyanza by the Ripon Falls at its northern end, and flowing to the

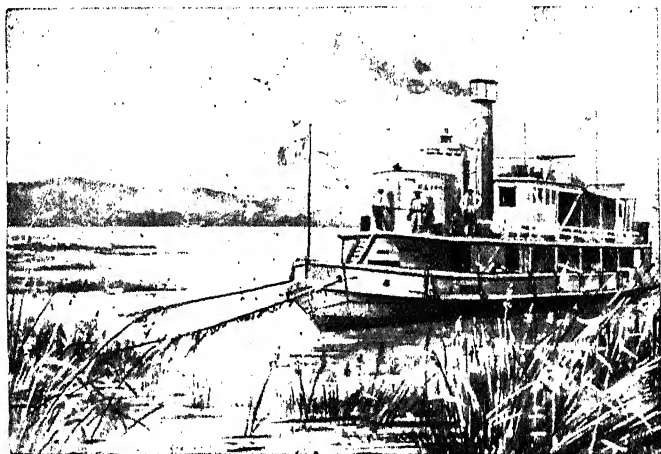
north-west, races between high and rocky walls, and leaps in snowy foam over the Murchiston Falls, 120 feet high. After expanding into the irregular Lake Koja it enters the second of its great reservoirs, the Albert Nyanza, which receives the waters of a third reservoir, the Albert Edward Nyanza, by means of the Semliki River flowing from the snowy Ruwenzori Range. From these inland seas, which are fed by tropical rains and melting snow, the Nile derives its never-failing supply of water.

7. Issuing from the northern end of the Albert Nyanza as the Bahr-el-Jebel the river flows northward, and is joined on the left bank by the Bahr-el-Ghazal or Gazelle River, and on the right bank by the more rapid Sobat. Onward rolls, through the grassy plains, the thickets, and the forests of the Sudan, the combined stream with a clear, silvery flood, which gives it the name of the White Nile.

8. In this part of its course the river is navigable for fairly large steamers; though from 1863 until quite recently it was much impeded by masses of vegetation known as the *sudd*, which choked the river and made passage almost impossible. In some places the *sudd* was so thick that an elephant could pass over it. Thanks to the skill and energy of British sailors, this *sudd* has now been cut into blocks by means of wire hawsers, and each block has been hauled away and sent adrift down the stream. A clear waterway has thus been made in the upper reaches of the river.

9. At Khartum the White Nile is joined by the

turbulent torrent of the Blue Nile. The Nile floods are caused by this river, which rises in the rugged plateaus of Abyssinia, and is fed by heavy tropical rains. For the greater part of the year the water in the river is low. In June, however, the rain begins to fall in sheets, and the Blue Nile and its tributaries are filled to overflowing. They roar and rush down the hillsides, and carry in their impetuous



MODERN METHOD OF CUTTING THE SUID.

flood the immense quantities of dark alluvial soil which give life and fertility to Egypt.

10. After the junction of the White and Blue Niles, the united stream, which is now a reddish-brown colour and seven hundred yards broad, continues its northward way, and is hemmed in by parallel ranges of hills running close to the banks of the river. Rolling onward, the river now reaches the first of

the six cataracts or granite barriers which impede its course before it enters Lower Egypt.

11. These cataracts are better described as rapids caused by the sudden compression of the river into a narrow channel which is obstructed by numerous islands of rock. To drag a boat against the impetuous stream, and at the same time avoid the rocks, is a matter of great difficulty. During the advance to Khartum for the relief of General Gordon, Canadian boatmen were employed in this work.

12. Still farther north the Nile is joined by the Atbara, the sole tributary of the united Nile. The



DAM AT ASWAN.

river rises towards the north of Abyssinia, and in many a rapid and cascade bursts through the rocks which fence in its valley. After receiving this river, the Nile flows on for eighteen hundred miles. Not a single affluent of importance does it receive between the Atbara and the Mediterranean.

13. Between the Fifth Cataract and the First Cataract, at Aswan, the river makes a great loop, which partially encloses the Nubian Desert. Four miles south of Aswan a great dam, a mile and a quarter in length, has been constructed across the river in order to store up water, that Egypt may not suffer so greatly during years of scarcity. Locks have also been constructed for the purpose of avoiding the First Cataract, and now the way is clear for vessels to pass from the sea to the Sudan.

14. The long, narrow valley of the Nile comes to an end at Cairo, where the river branches off into a network of streams. The bulk of the outflow, however, is carried to the Mediterranean through two channels, called the Rosetta and Damietta branches. Between these two arms is the triangular area known as the Delta, from its resemblance to the fourth letter of the Greek alphabet (Δ).

15. Such is this marvellous river. In its course of 3,300 miles it crosses more than thirty degrees of latitude; and though for the last half of its course it receives no permanent tributary, and traverses thirsty deserts beneath the hot glare of the sun, it pours into the Mediterranean a flood of water which is exceeded by but few of the giant rivers of the world.



SCENE IN THE SUDAN—ON THE WHITE NILE.

45. THE SUDAN.

1. If we were to travel northward from the Albert Nyanza to the Mediterranean, a distance of two thousand miles, we should be in the dominions of the Khedive of Egypt the whole way. Really we should be in British territory, for the Khedive is only the nominal ruler of Egypt. He cannot impose taxes or spend public money without the consent and guidance of British officials, and so it comes to pass that by the power of the purse Britain really rules in the land of the Nile.

2. Egypt may be said to include the basin of the Nile, with the exception of the mountainous country of Abyssinia, which still remains independent. This ancient river, the life-blood of the land, divides Egypt into three geographical regions—the Egyptian Sudan, including all the country south of Khartum

the Nile Valley, and the Delta. To the east of the river, in its middle course, we find the waterless Nubian Desert; to the west, the Libyan Desert, which merges imperceptibly into the Sahara.

3. The term Sudan refers to the whole belt of country which stretches across Africa, south of the Sahara, from the Abyssinian Mountains on the east to the Atlantic on the west, and southward to the parallel of the Guinea coast. The word Sudan means "the land of the blacks," and the region roughly coincides with the country occupied by the negro tribes.

4. The Egyptian Sudan is more extensive than Austria-Hungary, Germany, France, Spain, and Portugal combined. It consists, for the most part, of great grassy plateaus, dense thickets, and barren steppes, watered by the Nile and the myriad branches of its important tributary the Bahr-el-Ghazal. Most of the tributaries of the Nile south of Fashoda are blocked with sudd.

5. Wherever there is a good supply of water the land is astonishingly fertile; durra fields wave ten feet high; cotton, sugar, and wheat grow luxuriantly. Where, however, water is scarce, the land is little better than desert. Parts of the Sudan are very rich in big game. Herds of elephants, zebras, giraffes, and antelopes are seen, and in their wake the lion and the leopard.

6. The forests abound in gum and indiarubber, which will no doubt find their way into British markets before long. The finest gum forests are in Kordofan, and the best rubber is found near the Bahr-el-Ghazal.



THE PALM OIL INDUSTRY

1. Oil ready for export.
2. Treading out the oil.
3. Boiling palm kernels
4. Native oil market.

A great district along the Blue Nile might be converted into a rich cotton-producing region. In the drier countries of the north, irrigation alone is needed for the production of large crops of wheat. The railway from Cairo has already reached Khartum, and has recently been continued across the desert to Suakin and Port Sudan, on the Red Sea. This

railway and that of Uganda will open the country to trade and civilization.

7. Before the Mahdi insurrection the total population of the Egyptian Sudan was about ten millions, mainly consisting of negroes. The ravages of armed slave-raiders, and the wars of fanatical Dervishes under religious impostors, have, however, reduced the population so considerably that many parts of the country are almost deserted.



STATUE TO GORDON AT
KHARTUM.

8. Khartum, the capital, at the junction of the White and the Blue Nile, has an admirable position for commanding the trade of the Sudan. It was founded by Mehemet Ali in 1820, and chiefly by the labours of Sir Samuel Baker and General Gordon, Egyptian posts were planted right up to the central lake region. The chief work of these and of other governors has been the stamping out of the slave

trade. So vigorously was the work carried on that in 1883 an Arab revolt broke out, which was completely successful.

9. Some of the European governors were driven away, others were imprisoned, and the rest besieged. General Gordon was shut up at Khartum, and in January 1885 was murdered by a horde of blood-thirsty Dervishes. For the next thirteen years the Sudan was lost to Egypt. The victories of Lord Kitchener over the Dervishes in 1898, however, restored the Sudan to Egyptian control. Khartum has now been largely rebuilt. It contains a college in memory of Gordon, for educating the sons of Sudanese chiefs. A statue to the "soldier saint," who gave up his life for the Sudan, stands on the spot where he fell.

46. THE LAND OF THE NILE.

1. The traveller bound for Egypt lands at Alexandria, a city of the greatest renown, but now shorn of its former glories. Its name recalls its founder, Alexander the Great, and the ruins which abound in the neighbourhood tell of its ancient grandeur. When the world was young Alexandria was the capital of Egypt, the greatest commercial city of the world, and the chief centre of Greek science and literature. In later times its trade fell away, and now it is only a second-rate port.

2. The railway to the capital crosses the wide level
(1,189)

plain of the Nile delta, which is intersected everywhere by canals and branches of the river. On all sides are the flowering blossoms of the cotton plant, rich crops of wheat, and long green fields of rice fringed by feathery reeds. After a journey of some hundred miles, the traveller at last sees before him, girdled with trees and gardens, the far-famed city of Cairo.



GENERAL VIEW OF CAIRO.

3. Cairo, the largest city in Africa, forms the diamond-clasp of the fanlike Nile delta. The modern city, with its hotels, broad streets, and railway station, is not beautiful, though much has been done to improve it of late years. The native town, however, is full of charm. It has myriads of narrow, winding lanes, and so many mosques that there is one for each day in the year.

4. The streets and bazaars are always thronged with a quaintly-clad native crowd, and it is hard for the visitor to believe that he is not assisting at a great Oriental fancy fair. From the Citadel we may look across the river to the Pyramids in the distance; and in the Museum we may see the mummies of men and women who

“Walked about (how strange a story!)
In Thebes’s street three thousand years ago.”

5. The history of Egypt goes back to the days of the remotest antiquity, and the land teems with marvellous memorials of the past—temples, pyramids, monuments, sculptures, and great engineering works. The pyramids were erected in ancient days above the burial-places of kings or nobles. Nearly all of them stand together, some seven or eight miles southwest of Cairo, on the left bank of the Nile. Of the nine pyramids at this place, the largest and most celebrated is that of Cheops; it is truly one of the wonders of the world.

6. It was erected more than five thousand years ago; it covers a space as large as Lincoln’s Inn Fields; it is higher than the highest spire in Europe; and the stone of which it is built must weigh at least seven million tons. Herodotus, the historian, tells us that it took thirty years to build, and that one hundred thousand men were employed in the work.

7. Near to the Great Pyramid is the mysterious figure of the Sphinx, a huge man-headed lion hewn

out of the living rock. No one knows exactly what the figure represents, but there it stands, perhaps the oldest monument in the world, buried in the sand, with only its enormous head and shoulders lifted above its desert shroud.

8. For the most part the Egyptian fellahs, or agricultural labourers, live in villages near the river.



THE PYRAMIDS AND THE SPHINX.

Sometimes their villages are built on high mounds; sometimes they stand on flat land, protected from the Nile floods by thick walls and a wide moat. The houses are of unbaked Nile mud, without windows or chimneys.

9. It has been said that Egypt requires two things

for her prosperity—water and justice. Egypt, from Aswan to the Mediterranean, is just so much of the North African desert as can be flooded or irrigated by the waters of the Nile. To extend and perfect the irrigation of the Delta and Upper Egypt is to make the land populous and prosperous. This, then, is the first duty of the controlling power.

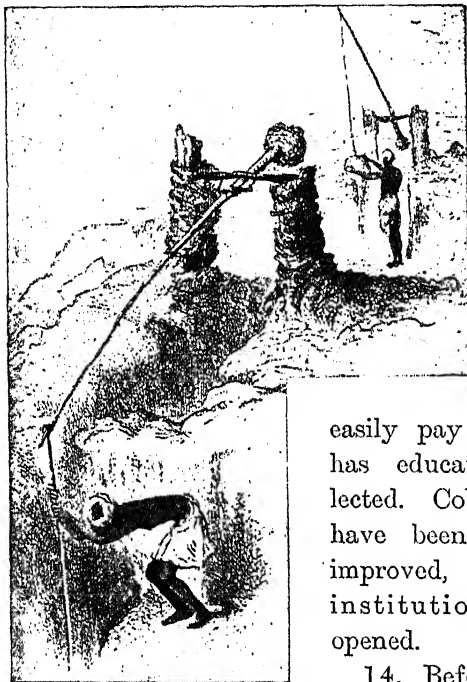
10. The second duty is to give the land justice. For ages the fellahin have groaned under bitter injustice and extortion. When the British began the redemption of Egypt, the only notion of law in the minds of the native populace was the unchecked will of the stronger.

11. How has Britain borne the "white man's burden" in these two essential matters? Let us first take the case of the water. She has strengthened and altered the great dam or barrage which was built across the Rosetta and Damietta mouths of the Nile, for the purpose of storing up water to irrigate the delta regularly throughout the year. The whole canal system of the country has been overhauled and greatly improved.

12. At Asyût, and higher up the river at Aswan, huge bars of solid masonry have been thrown across the Nile, and the intervening river has been turned into a vast lake. This dam "holds up" sufficient water to fill the "summer canals" of Upper and Middle Egypt. Never before has the cultivated area of the Nile valley had a summer supply of water for irrigation.

13. In the matter of justice Egypt has also

greatly benefited from British control. The laws have been reformed and the courts have been reconstructed, and justice is now open to all. The taxes are heavy, but they are fairly levied. All



A SHADUF.

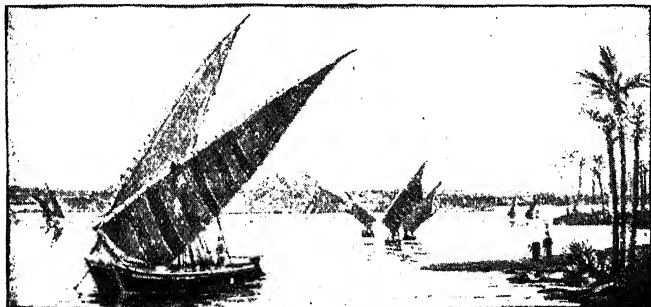
that is wanted is the spirit of justice in the people themselves. The finances of the country have been put upon a sound footing, and Egypt can now

easily pay its way. Nor has education been neglected. Colleges and schools have been established or improved, and technical institutions have been opened.

14. Before closing this lesson we must refer for a moment to the project known as the Cape to Cairo Railway. The late Cecil J. Rhodes, South African statesman and millionaire, was a dreamer of great imperial dreams, and one of the visions of his life was the creation of a transcontinental railway which should run as far as possible through British terri-

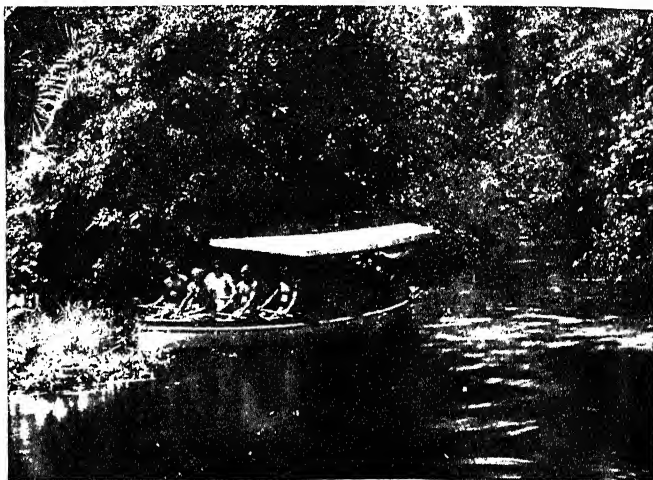
tory, and serve as a great chain to bind together the various portions of our African dominions. Before his death, in 1902, some two thousand miles of the South African section of this railway had been completed.

15. The railway runs northward from Cape Town to Bulawayo, and then proceeds to the Zambezi, which it crosses near the Victoria Falls. The bridge which carries the railway is the highest in the world, being 380 feet above flood water. It is 650 feet long,



SCENE ON THE NILE.

weighs 1,600 tons, and was first opened for traffic on June 22, 1904. It then advances through North-West Rhodesia into Congo territory, and in 1913 had reached Elizabethville, a distance of about 2,300 miles from Cape Town. From Broken Hill in Rhodesia it is proposed to carry the main line to Lake Tanganyika, thence northward through German territory to the Nile in British East Africa. The Nile is open to steamboats as far as Khartum, which is already connected by rail with Cairo.



UP THE CREEKS.

47. BRITISH WEST AFRICA.

1. Before concluding our survey of British Africa, we must glance at the rich but unhealthy regions which belong to Britain in the neighbourhood of the Gulf of Guinea. The most northerly of these is Gambia, which became an English settlement in the days of good Queen Bess. It consists of a narrow strip of territory along the banks of the deep and navigable river Gambia, from its mouth to a point about two hundred and twenty miles inland.

2. Though this colony has a better climate than our other West African possessions, a few traders and government officials are the only white men living in it. The principal products of the country are ground-nuts, beeswax, rice, cotton, maize, and india-

rubber. The one town worth mention in the colony is Bathurst.

3. Coasting southwards from Gambia, we skirt the shores of French Guinea, and reach the British possession of Sierra Leone, or Lion Mountain, which was founded towards the close of the eighteenth century, as an asylum for freed slaves. The climate of the colony is so unhealthy that Freetown, the capital, has been called "the white man's grave." This title, however, would be appropriate to the coast lands of all the territories which we are about to consider.

4. Sierra Leone is traversed by a number of good rivers; vegetation is luxuriant, and animal life abounds. The only town of importance is Freetown, which has the best harbour in all West Africa. Its trade is in such forest products as palm oil, kola nuts, india-rubber, copal, and oil seeds.

5. Following the coast, we reach the little negro republic of Liberia, which was founded by the American Colonization Society in 1821 for freed slaves. The natives of this negro republic are chiefly Krumen, who make the best labourers in all West Africa.

6. Entering the Gulf of Guinea and sailing eastward, we pass the French Ivory Coast, and then reach the Gold Coast, which in bygone days was one of the chief gold-producing districts of the world. The guinea was so called because the gold of which it was coined originally came from this region. Gold-mining is still carried on, but under modern methods, and the usual West African products are exported.

7. The British possessions on the Gold Coast stretch

back into Ashanti, which was conquered and added to the empire in 1895. The whole country is low-lying. Its chief river is the Volta, which rises in the distant interior, but is only navigable for sixty miles from its mouth. Of course, in a barbarous country such as Ashanti there are no manufactures, and but little agriculture. Nevertheless there is plenty of trade in those wild products of nature which have already been mentioned. The capital of the Gold Coast is Accra, and other trading towns are Cape Coast Castle, Elmina, and Axim.

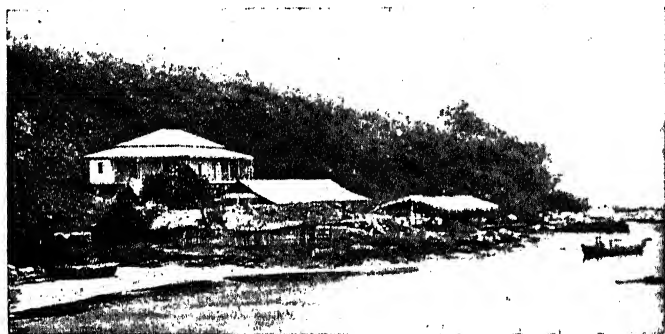
8. Still sailing eastward we pass German and French territory and reach the shores of Nigeria, our greatest possession in West Africa. Lagos, the capital of Southern Nigeria, has much shipping trade, and is sometimes called the "Liverpool of West Africa." It stands on a small island in a lagoon about a mile from the sea, and is the largest town and has one of the best harbours on the west coast of Africa. It boasts newspapers and the electric light; yet only fifty years ago it was a great slave-trading centre.

9. The coast of Nigeria occupies the whole maritime region from Dahomey to the Rio del Rey. Along the coast there are myriads of creeks and lagoons, which form a tangled network, so that it is almost possible for a native canoe to pass from the eastern border of the Gold Coast Colony to Kamerun without putting out to sea at all. The whole coast is a hotbed of fever. The delta of the Niger is one vast mangrove swamp intersected by creeks, from which arises the foul smell of rotting vegetation.

10. Here and there are factories or trading stations,

in which the white agents and their clerks live out their sickly lives, bartering with the native chiefs for the palm oil, palm kernels, rubber, kola nuts, and so forth, which they import from the interior. Other important seaports are Akassa, New Calabar, and Bonny. So largely is palm oil exported from this part of the country, that the delta streams of the Niger are known as the "Oil Rivers."

11. Nigeria, nine-tenths of which was formerly the territory of the Royal Niger Company, includes an



A TRADING STATION.

immense and not very well defined portion of the Western Sudan, reaching to Lake Chad on the east, and bounded on the north by the French Sahara. It covers an area about half as great again as Germany, and contains a population of some twenty millions. A few of the Nigerian towns, including Kano, Bida, Ilorin, and Yakoba, contain more than fifty thousand inhabitants.

12. Nigeria contains many important states, and is divided into Northern Nigeria and Southern Nigeria

In Southern Nigeria the country is low-lying, swampy, and unhealthy, and is inhabited by barbarous tribes sunk in ignorance and superstition. Northern Nigeria, on the other hand, is an undulating, dry, and healthy region, peopled chiefly by Mohammedans.

13. That part of it which is under effective control is divided into provinces, under the supervision of British officials. The Fula empire of Sokoto, the



A VILLAGE OF SOKOTO.

most populous, wealthy, and extensive of all the Nigerian states, is contained in Northern Nigeria, and so is the old kingdom of Bornu. Nigeria is at present being rapidly brought under British rule.

14. The most intelligent and enterprising of the inhabitants of Nigeria are the Hausas, who are the artisans and merchants of the Western and Central Sudan. They are skilful as blacksmiths, brass-

workers, tanners, dyers, and glass-workers. The native police of West Africa are recruited from the Hausa tribes. It is said that a Hausa policeman is almost as incorruptible as a British judge. Northern Nigeria has an army comprising native infantry, artillery, and engineers, officered by Britons. Lokoja, at the junction of the Niger and the Benue, is the chief station, but the headquarters of the Northern Nigerian Government are at Zungeru, near the Kaduria River.

15. The cotton cloths woven by the Hausas at Kano, which they call the centre of the world, are conveyed to all parts of Central Africa. Kano is a large city enclosed by a wall. Within it are red mud houses, and outside well-tilled fields and gardens. Its market is famous.



A WEST AFRICAN KING.

16. Cocoa and cotton are now largely grown. Since rubber tyres have come into general use for bicycles, cabs, and motors, the value of india-rubber, which is one of the principal productions of Northern Nigeria, has risen greatly.

THE EMPIRE OF THE SOUTH.

48. A VOYAGE TO AUSTRALIA.

1. Mail steamers bound for Australia follow as far as Aden the Indian route which we have already traversed. Then after leaving the Gulf of Aden and passing Sokotra, they steer south-east for about two thousand miles across the Arabian Sea to Colombo, on the west coast of Ceylon.

2. From Colombo their course is south-east, across the Indian Ocean to the west coast of Australia. During the whole of this long ocean journey the only land that can be sighted is one or other of the coral islands of the Chagos Archipelago belonging to Britain. They are all very low, and their palms seem to rise from the surface of the ocean.

3. A run of 3,115 miles from Colombo brings the steamer in sight of the Australian coast. The first port of call is Fremantle, on the Swan River, twelve miles below Perth, the capital of Western Australia. From Fremantle the steamer skirts the coast, passes Cape Leeuwin and the entrance to King George Sound, enters the Great Australian Bight, and steers directly east for Adelaide, the capital of South Australia. From Adelaide it proceeds to Melbourne and Sydney, where the long voyage of 12,636 miles comes to an end.

4. The nineteenth century had opened before the first white man found a gateway to the interior of Australia; yet to-day it is the home of nearly four and a half million people of British race, proud of their

mother country, and warmly attached to their native land. "Advance, Australia," is their motto, and they have already reached a high place amongst the nations of the world.

5. In its physical features the island-continent is remarkable for sameness. Everything is on a moderate scale—there are no extremes. The shores are regular and unbroken, but not with the tame round-



FREMANTLE, WESTERN AUSTRALIA.

ness of Africa; it has not a single navigable river giving access to the interior; there is not an active volcano on the whole continent, and not a mountain peak high enough to be shrouded in perpetual snow. Yet, despite this sameness of physical features, there are wide contrasts between the fertile east, the desert centre, the tropical north, and the barren shores of the Great Australian Bight.

6. In relief, the country has been likened to a huge wideawake hat with a low, sunken crown, and a broad brim turned down all the way round, except at the Great Bight, where it is cut away altogether. The most valuable, beautiful, and populous part of Australia is to be found on this rim, especially on the east side. Parallel to the eastern coast, throughout its entire length of more than two thousand miles, is the main Australian mountain chain, known as the Great Dividing Range. Seaward it looks out over the greatest and deepest waters of the globe.

7. On the landward side the Dividing Range sinks gradually into wide-stretching, billowy plains or



W.

SECTION ACROSS AUSTRALIA AT ABOUT 30° S. LAT.

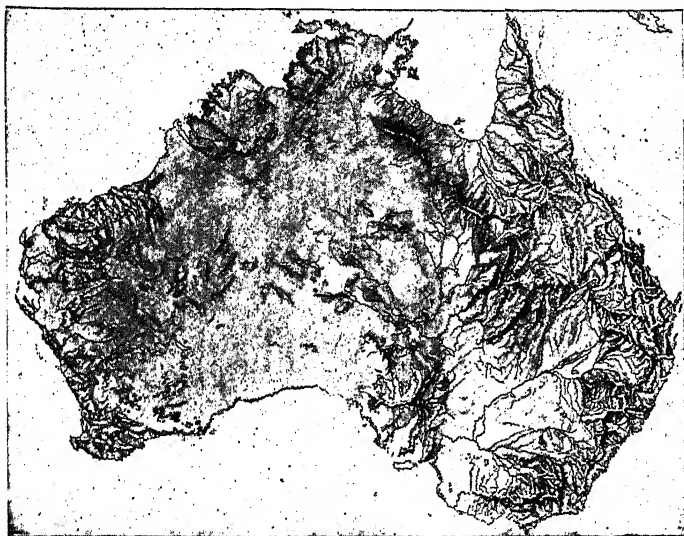
E.

(The figures below the section indicate degrees of longitude.)

downs, which are specially suited for cattle-ranches and for sheep-runs. Farther west the land merges gradually into the marshes and deserts of the interior. As we proceed westward the country gradually rises again to highlands, which fringe the coasts.

8. The Dividing Range sends down to the Pacific a number of short, rapid rivers, which are of little use for navigation, but are of immense value for irrigation. In the north these rivers flow through valleys filled with bamboos, cane-brakes, palms, and other tropical growths; and towards the south they water a pleasant, fertile country. In the rainy season they are liable to destructive floods

9. A glance at the map shows us numberless rivers, which appear to carry off the drainage of the western slopes to the Murray and the Darling, and thence to the sea. We must not, however, imagine that this network of rivers betokens a well-watered country. Far from it. Of the many rivers which flow west from the Dividing Range, scarcely any con-



RELIEF MAP OF AUSTRALIA.

tain water in the dry season. Few of these streams reach the main rivers at all. Their water is evaporated by the sun's rays, absorbed by the thirsty sands, or gathered into broad, shallow salt lakes.

10. In dry seasons the only important river, the Darling, ceases to be navigable, and its water is too salt to drink. The Murray, reinforced by the Mur-



SYDNEY HARBOUR.

rumbidgee, alone defies the summer sun, and swerving sharply to the south, enters the sea after a long and troubled course. When it is fed by the rapidly-melting snows of the Dividing Range, in hot December, it frequently overflows, and floods the surrounding country for miles.

11. A large part of the central region of Australia is "a dreary, uninhabitable desert." From the great salt lakes of Gairdner, Torrens, and Eyre to the dry steppes of the north the land is cursed with a lack of water. There is no vegetation except thorny shrubs and spinifex grass, the leaves of which resemble a thousand knitting-needles stuck into a huge pin-cushion.

12. Such grass as there is grows in wiry tufts at wide intervals, and stands high and dry amidst the clay. Occasionally, by the side of a water-hole, the explorer sees a few eucalyptus trees which appear to be in the last stage of exhaustion. What are called the "gibber plains" are entirely bare, and are strewn with brown and purple stones, though in good seasons the stones are perhaps hidden by grass. The heat is that of the Sahara.

13. The dreary regions just described comprise nearly two-thirds of Australia; but as if to compensate for these vast waste spaces, the coastal strip, especially on the east, is wonderfully rich in farms and forests. Nearly one-fourth of the sheep in the world are bred on the Australian downs, and enormous quantities of wool, preserved meat, frozen beef and mutton, are annually shipped to

Europe. The gold of Australia is proverbial, and she has, in addition, rich mines of silver, tin, copper, and coal.

14. The whole land is mapped out into five great states, now united, with the beautiful island of Tasmania, into the Commonwealth of Australia, which forms the only example in the whole world of "a continent for a nation, and a nation for a continent."

15. The older and wealthier colonies of Queensland, New South Wales, and Victoria occupy the eastern portion of the country. The middle belt from sea to sea is known as South Australia, and the remainder is the colony of Western Australia. The island of Tasmania, lying to the south of Victoria, forms the sixth state of the Commonwealth. The capitals of these states are splendid cities, rivalling in architecture and commerce those of the northern hemisphere. Two of them are respectively the fourth and sixth ports of the empire.

49. PLANT AND ANIMAL LIFE.

1. The plants and animals of Australia bear very little resemblance to those found in other parts of the world. Almost all the trees are evergreens. The commonest of them are the eucalyptus, or gum tree, and the acacia, or wattle. Their leaves hang vertically, and cast but little shade. Among the best known of the eucalypts are the red-gum, which fur-



AUSTRALIAN NATIVES.

nishes very hard and solid timber suitable for railway sleepers. The white-gum, which sheds its bark in long, fibrous strips, and the stringy bark, are specially suited for scaffold-poles, masts, and spars. The blue-gum produces an oil much used in medicine.

2. Two other species, the jarrah and the karri, are peculiar to Western Australia, and produce the most valuable timber of the continent. Jarrah is exported

largely to India, where it is specially valued because it resists the ravages of the white ant.

3. The acacias are most interesting plants, and are remarkable for their usefulness, their attractive appearance, and their wide distribution over the continent. The colour and perfume of their flowers make them universal favourites, and as they are among the earliest plants to blossom, they herald the advent of spring.

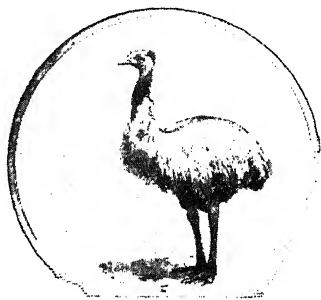
4. What is called the mallee scrub is a dense, cheerless thicket of bushy eucalypts, some eight or ten feet in height, and growing so close together as to be almost impenetrable. The mulga scrub is even worse, for it is armed with strong, sharp spines that tear the clothes and wound the flesh of the traveller.

5. The banksias, or "honeysuckles," are stately trees as big as a horse chestnut; and the native musk, with its silvery foliage and strong scent, is found in the valleys and mountain glens, especially in the south-east of the continent. Grasses and grasslike plants are fairly well represented, the coarsest of them being the spinifex, which has already been described. Enormous tracts are covered with the wiry-leaved "grass-tree," which is not a grass at all, but belongs to the lily order, and in spring time is gay with flowers of the brightest hues.

6. She-oaks abound in the south and the west, and in various parts, from Gippsland to the north, stately palms rear their graceful and lofty plumes. The native cherry is a shapely tree yielding a handsome timber. The fruit-stalks are fleshy, and this fact has given rise to the statement that in Australia the

cherries bear their stones outside the fruit. Gouty-trunked bottle trees are common, and one of them is known as the "flame tree," from the brilliant scarlet blossoms which it bears. Tree-ferns with immense fronds of waving green reach their greatest perfection in the moist forest glens.

7. European trees and plants have been introduced, and they thrive remarkably well in their adopted home. The apples of Tasmania rival those of Kent, and the vine has given Australia a new industry. In Queensland we find the banana, sugar-cane, mango, guava, and pineapple; while cereals, and root-crops such as potatoes, are grown in the more temperate parts. British trees are found everywhere.



THE EMU.

8. Many curious birds are to be found in Australia, but the most curious of them are dying out. On the old Australian coat of arms is seen a picture of the wingless emu, which is six or seven feet in height, and can run more swiftly than a horse can gallop. Unhappily it is now becoming extinct.



LAUGHING JACKASS.

9. The kangaroo, which also appears on the old coat of arms, is now becoming scarce in Victoria, though it is still plentiful in New South Wales and in Queensland.

Black swans are seen on the lakes of West Australia; and the beautiful lyre-bird, so called from the shape of its tail, makes its home in the north.

10. Not less worthy of notice is the bower-bird, which owes its name to its habit of building a bower, for the purpose of amusement rather than of residence.



LYRE-BIRD AND DUCK-BILL PLATYPUS.

The "laughing jack-ass," or giant kingfisher, is a real friend to the Australian farmer, for it is a deadly foe to snakes.

11. The brush turkey is remarkable for constructing an incubator of earth, leaves, grass, and sand for the purpose of hatching its eggs. Honey-suckers, parrots of the gayest plumage, parrakeets, white and black cocka-

toos, and beautiful pigeons are common. Amongst other strange creatures we must notice the duck-bill platypus, which has thick, soft fur, a bill like a duck's, webbed feet, sharp, strong claws, and pouches in its cheeks.

12. Amongst other native animals are the "Australian opossum," the native bear and badger, and the

spiny ant-eater. The dingo, or wild dog, is a wolf-like creature that does not bark. Foxes, which were introduced by sportsmen, are now a nuisance; but the greatest pests of all are the large bats or flying-foxes. The rabbit has multiplied so enormously as to become a real and constant danger to the country. Tens of thousands are now caught, killed, frozen, and exported to this country.

13. Amongst the reptiles are crocodiles and lizards, and many snakes, venomous and harmless. Some of the fish—such as the lung-fish, the fresh-water herring, and the cod-perch—are found nowhere else. Around the coast the trepang is found in great abundance. Torres Strait abounds in pearl shell.

14. The original inhabitants of Australia, or "black-fellows" as the settlers call them, have dwindled greatly in numbers since the arrival of Europeans, and to-day there are not more than sixty thousand of them in the whole continent. They are fast disappearing before the onward march of the white man, and in a few years they will probably be extinct.

50. NEW SOUTH WALES—"THE MOTHER COLONY."

1. We shall now study the five states into which continental Australia is divided. The "Mother Colony" is New South Wales, and its story takes us back to the day when Captain Cook and his companions landed at Botany Bay. For seventeen years no one attempted to colonize the country; but

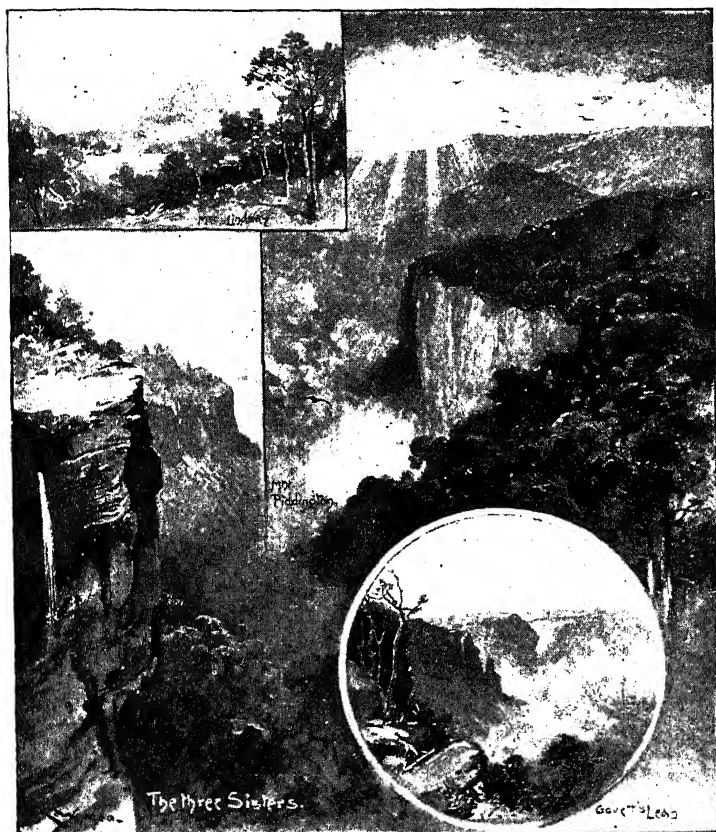
in 1787 Viscount Sydney, the British Colonial Secretary, determined to plant a settlement on the shores of Botany Bay, and about a thousand persons, mostly convicts, sailed from England under the command of Captain Phillip, R.N. After an eight months' voyage the ships reached what is now New South Wales. Captain Phillip at once went ashore, and discovered that Botany Bay was unsuitable for a settlement.

2. He decided to go farther afield, and rowing along the coast, rounded a headland, and discovered the splendid harbour now known as Port Jackson.* On the shores of this harbour the new colony was founded in January 1788, and was called Sydney, in honour of the Colonial Secretary. At first the little colony suffered terribly. The new-comers were frequently on the verge of starvation, and many died of hunger and disease. Gradually, however, matters began to mend, and free settlers began to arrive.

3. Merino sheep were imported, and the leading industry of New South Wales was begun. By 1800 the colony had some six thousand inhabitants. Coal had been discovered near the Hunter River, and Sydney was growing up into an important place.

4. The infant colony was confined within very narrow limits by the Blue Mountains, which form part of the Great Dividing Range. These mountains were thought to be impassable, but in 1813 they were crossed by three determined explorers, who found beyond the barrier wide-spreading grassy plains never before seen by the eye of a white man. On

* See page 286.



AUSTRALIAN MOUNTAIN SCENERY.

these plains, two years later, the site of Bathurst was selected, and settlers, with their flocks and herds, crossed into the new country.

5. The colony at once entered upon a more prosperous era. Exploration once begun continued apace, and wherever the explorers found suitable lands the

squatters followed, pushing farther and farther back into the great western plains. Wells were sunk, and dams were made to store water; flocks and herds multiplied; there was an immense increase in the export of wool; and the growth of wheat began to engage the attention of farmers.

6. Such, in brief, is the history of New South Wales, which is not only the oldest of the Australian states, but also the wealthiest and most advanced of them.

7. In shape New South Wales is an irregular, four-sided figure, with an area nearly three times that of the United Kingdom. It faces the Pacific Ocean, and has a seaboard of eight hundred miles. Here and there its rocky sandstone wall is broken by splendid inlets, such as Port Jackson, Botany Bay, Port Hunter, Port Stephens, and Twofold Bay. Port Jackson, or Sydney Harbour, is one of the safest, largest, and loveliest harbours in all the world.

8. The Great Dividing Range, which forms the main watershed of the colony, and contains the sources of almost all the rivers, passes through New South Wales at a distance of from thirty to one hundred and twenty miles from the sea. Though all the mountains fall short of the limit of perpetual snow, their aspect is sometimes very imposing. On the slopes of this "Great Divide" are some of the finest forests in all Australia. The most southerly mountains are the Australian Alps, with the peak of Kosciusko.

9. Westward of the Dividing Range are the broad,

elevated table-lands and undulating plains on which the sheep and cattle of the colony graze in hundreds of thousands. Much of the country is covered with black earth of great fertility; but here and there are sandy ridges, sometimes covered with "mulga" scrub, but more often with the "salt bush," of which both cattle and sheep are extremely fond.

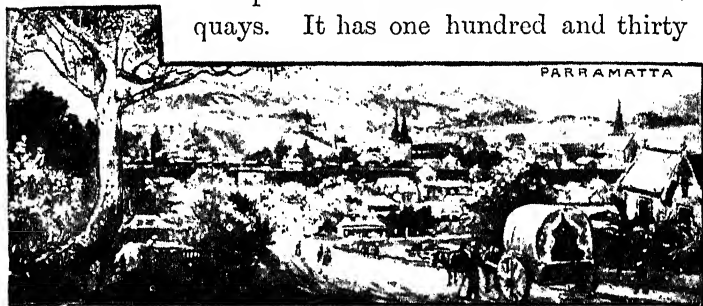
10. In a country so large and so diversified as New South Wales we naturally expect to find great variations in the climate. On the whole, however, New South Wales rejoices in a delightful climate—warm, dry, and extremely healthy. Uncomfortably hot winds laden with dust, and known as "brickfielders," frequently blow from the interior during summer, but they are not unhealthy. The rainfall is plentiful, sometimes excessive, on the coastal plain, moderate on the high lands, and scanty on the great western plains.

11. Though New South Wales possesses an extraordinary abundance and variety of timber-trees, shrubs, and plants, her chief wealth is derived from the rearing of sheep and cattle and the working of her mines. New South Wales has nearly as many sheep as all the other Australian colonies put together. Second only in importance to wool is the trade in frozen and preserved meat.

12. The coast lands, especially those on the margins of the rivers, are carefully cultivated, and produce large crops of wheat, maize, oats, and potatoes. European fruit-trees flourish, and subtropical fruits—such as grapes, peaches, apricots, oranges, figs,

melons—come to great perfection. The sugar-cane is successfully cultivated in the northern districts of the colony, and much of the tobacco used is home-grown. Silver, gold, tin, copper, iron, and many precious stones are found ; and coal is abundant in the coast districts, especially at Newcastle, Illawarra, and Lithgow.

13. Sydney, the capital, spreads over both the northern and southern shores of Port Jackson, and is the oldest, most populous, and most beautiful city in Australia. All the mail steamers plying between Europe and Australia call at its fine quays. It has one hundred and thirty

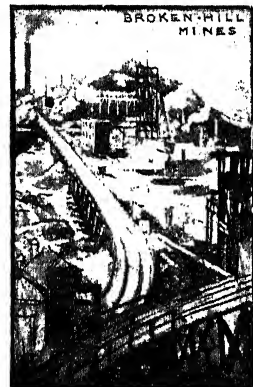


miles of streets, with noble public buildings, churches, warehouses, fine shops, and a population of six hundred and twenty thousand. The extensive suburbs are green and pleasant, and the Botanic Gardens, laid out along Farm Cove, show great richness and variety of vegetation. A few miles to the south of the city is the National Park, containing 35,000 acres of lovely woodland, forest, mountain, and river, fronting the Pacific Ocean.

14. One delightful feature of all Australian cities is their open, uncrowded character. Land was cheap

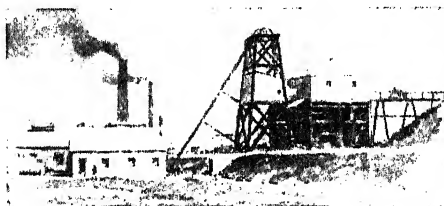
when they were founded, and it was not stinted as they began to grow. Sydney, for instance, covers 110 square miles, and three-fourths of its inhabitants live in delightful suburbs, amidst grass, trees, and flowers, in pure air and under clear skies. Scarcely anywhere in Australia can you find the narrow

streets, gloomy lanes, and foul alleys in which the poor are herded together in the home country.



15. Parramatta, which nestles in the bosom of the hills at the head of Port Jackson, is a quaint English-looking town, bowered in orchards and orangeries. Newcastle, the seaport next in importance to Sydney, is, like its namesake in England, a

great coal-mining centre. The most important mining town, however, is Broken Hill, which stands amidst the Barrier Ranges, close to the South Australian border. The silver deposits in the neighbourhood are exceedingly rich. Up to 1912 the value of the gold and silver mined in New South Wales exceeded £120,000,000.



51. VICTORIA AND QUEENSLAND.

1. The first permanent settlement in what is now the state of Victoria was made by the brothers Henty in 1834. Their wool store was the first building erected in Victoria. One year later John Batman landed at Port Phillip, and bought from the natives a tract of country half a million acres in extent.

2. From these small beginnings the colony rapidly advanced, and in 1842 sent representatives to the Parliament of New South Wales. Eight years later it was considered sufficiently important to be declared a separate colony. The old name of Port Phillip was abandoned, and the new colony was called Victoria, after Queen Victoria.

3. The triangular-shaped state of Victoria is the smallest of all the states, with the exception of Tasmania. Favoured by its geographical position, which gives it a climate similar to that of countries in the south of Europe, and assisted in its growth by great gold discoveries, Victoria is now second only in population and importance to the mother colony.

4. Victoria ends in the great granite headland of Wilson's Promontory, which pushes itself far into the stormy waters of Bass Strait. To the west of the promontory the shores are bold, and occasionally rugged; to the east they are low and sandy. The most important inlet is Port Phillip, an almost land-locked bay, forty miles in diameter.

5 The Great Dividing Range, which forms the

backbone of Victoria, throws off spurs to the north and the south. These form a number of basins, each drained by a river. The eastern chains, or Australian Alps, are famous for their beautiful scenery; westward the ranges sink into hills.

6. Victoria has varied and pleasing landscapes, and its forests are exceedingly rich. In the beautiful province of Gippsland, on the southern slopes of the Alps, some of the trees measure from fifty to eighty feet in circumference, and are three hundred feet high. West of Melbourne are numerous extinct volcanoes, with pumice and lava about their craters. Wherever these volcanic deposits occur the earth is wonderfully rich, and vegetation is most luxuriant.

7. The year 1851 will long be remembered. On Thursday, February 6, a terrible forest fire swept over the country. Ruin stared the colonists in the face. But a few months later wonderful news rang through Melbourne. Gold had been discovered at Ballarat, Bendigo, and other places. At once there was a "rush," and vast quantities of gold were procured by the most primitive methods. In time, however, the shallow claims were worked out, and then began the era of scientific gold-mining.

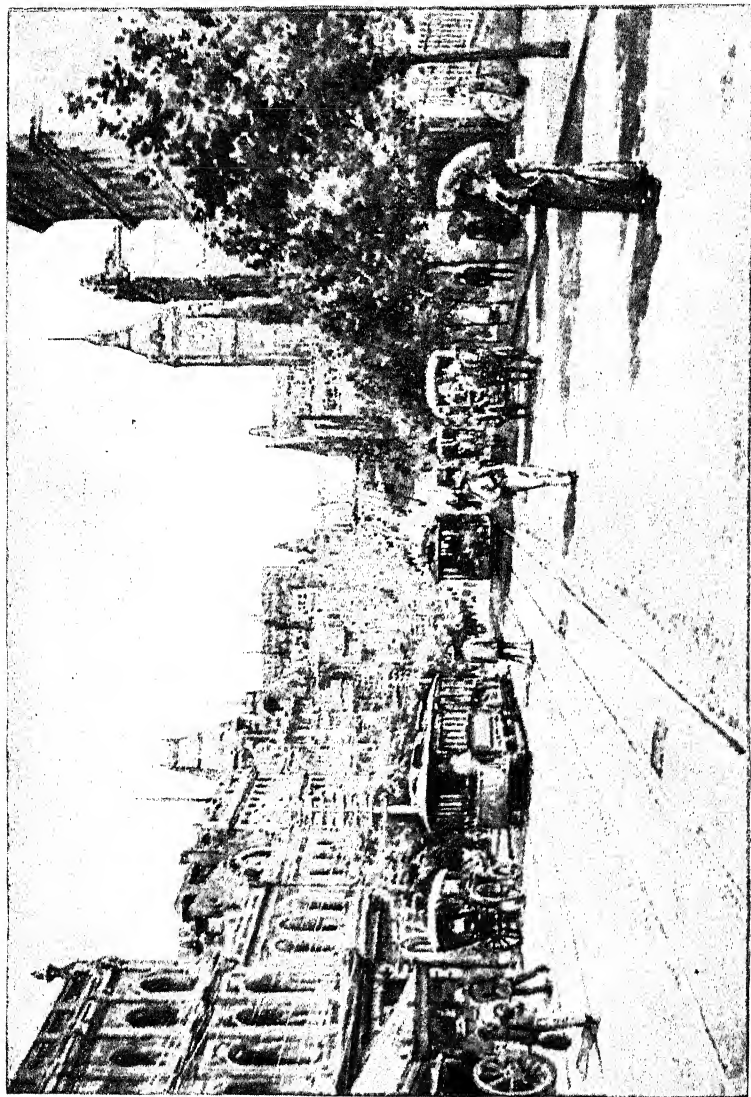
8. The yield of gold has decreased to one-fifth of what it was in the palmy days, but Victoria is still the second gold-producing state of Australia. A steadier prosperity, however, is derived from pastoral and agricultural pursuits.

9. Stock-raising had engaged a good deal of attention before the gold fever set in. The vast

stretches of excellent pasture-land in the colony were found to be specially adapted for sheep, which have thriven so well that the wool of Victoria commands the highest price in the European markets. In addition to the gold-mining, wool-growing, and stock-raising of Victoria, agriculture is now a most important industry. Dairy-farming ranks next to the gold and wool industries. Tobacco and sugar-beet thrive fairly well, but the staple crop is wheat. The vine also flourishes, and Victoria is renowned for its fruits.

10. Melbourne—"Marvellous Melbourne," as it has been called—is the capital. It stands on the Yarra a short distance from Port Phillip Bay. The largest ocean steamers cannot come up to the city, but lie in Hobson's Bay, the upper part of Port Phillip. Melbourne is the second most populous British city in the southern hemisphere, and the ninth city of our empire.

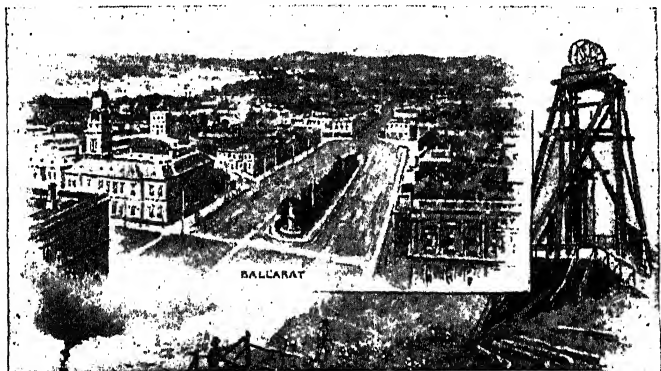
11. Its rise has been extraordinary. When Queen Victoria came to the throne, it consisted of thirteen rough shanties; now its splendid public buildings, its Parliament Houses, its viceregal residence, its university and colleges, its libraries and art galleries, its broad, straight streets, its magnificent parks, its railways, its convenient tramway system and ample water supply, mark it out as a great and progressive city. The population exceeds half a million, and is distributed over 254 square miles, so that there is plenty of elbow-room. Most of the laundry work, furniture-making, and vegetable-growing in Melbourne



A STREET IN MELBOURNE.

and in other large Australian towns is done by Chinamen.

12. Ballarat, the second city of Victoria, and the fifth in Australia, stands on the south side of the Dividing Range, north-west of Melbourne, and owes its prosperity to the fact that it is the centre of the richest gold-mining district in the world. Bendigo, formerly known as Sandhurst, is also a mining town, and round it are twenty-two square miles of gold-



BALLARAT.

bearing quartz rocks. Geelong, on a fine harbour at the head of Corio Bay, is a seaport next in importance to Melbourne.

13. Queensland is the youngest of Australian states, and is also an offshoot of New South Wales. It was separated from New South Wales in 1859. As in the case of New South Wales, its progress was at first barred by the Dividing Range, which cut off the colony from the interior. A road, however, was discovered across the mountains; and then the

Darling Downs, with their fine pasture grasses, were opened to settlement.

14. Queensland occupies the north-eastern portion of the continent, and covers an area more than twice that of the mother colony. Its Pacific coast is protected from the ocean rollers by the Great Barrier reef, a vast natural breakwater some ten to fifty miles from the shore, and more than one thousand miles long. It is the greatest coral reef in the world, and covers an area equal to that of Ireland.

15. Between the reef and the land is a smooth-water channel, which greatly assists the coasting trade of Queensland. There are several breaks in the long wall of rock, and these are said to indicate the mouths of rivers which entered the sea when the foundation of the reef was part of the Australian coast. One of the most important of these openings is that opposite to the Burdekin River.

16. Queensland has much fertile land, but many parts of it are better suited for grazing than for agriculture. Thousands of sheep are reared on the mountains and dry inland plains, while horses and cattle thrive on the rich pastures near the coast. Ranching is a great industry, and the free, open-air life on the cattle runs is very healthy, though the work is hard and luxuries are few.

17. In the hotter parts of the state sugar is grown; and as the work is too trying for white men, a great many Kanakas, or natives of the Pacific islands, have been employed. A law has now been passed to abolish gradually the employment of

Kanakas, and this will probably mean the ruin of the sugar plantations.

18. Gold has been found in nearly every part of Queensland, both in the rivers and in quartz reefs. Near Rockhampton in Central Queensland is the famous Mount Morgan Mine, believed to be the richest deposit of gold in Australia. More than



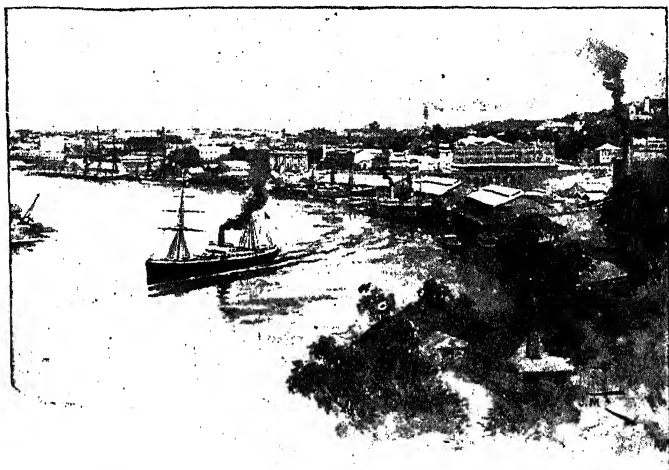
ON A RANCH.

£10,000,000 worth of gold has been taken out of this mine since 1885. The chief gold-field of Queensland, however, is at Charters Towers. Silver, copper, tin, coal, iron, and other minerals, are also mined.

19. Brisbane, the capital, owes its prosperity to the rich Darling Downs, which lie to the west of the city, beyond the Dividing Range. It occupies both banks of the river and its two parts are joined by a

magnificent bridge. The city lies low, and constant dredging is required to keep open the twenty miles of river between it and the sea. Brisbane possesses many notable public buildings and well-kept botanic gardens.

20. Northward along the coast from Brisbane is Maryborough, the shipping port of the Gympie gold-field. Bundaberg, still farther north, stands on the



BRISBANE.

edge of a district devoted to the sugar industry. Other towns worthy of notice are Rockhampton, the capital of Central Queensland; Mackay, which exports much sugar; and Townsville, the chief outlet of the Charters Towers gold-field. North-west from Cape York is the fortified coaling-station of Thursday Island, which is also the headquarters of the Torres Strait pearl-shell fishery.

52. SOUTH AUSTRALIA, WESTERN AUSTRALIA AND TASMANIA.

1. South Australia is scarcely the best name for the huge state which extends from the Great Australian Bight on the south to the Indian Ocean on the north. When the colony was first formed, South Australia described it well enough, for it then extended only to the 26th parallel of latitude. In 1863, however, the Imperial Government added to it the immense stretch of tropical country now called Northern Territory. South Australia was founded in 1856, and received its constitution twenty years later.

2. On the deeply-cleft southern coast Yorke's Peninsula thrusts itself between the two long inlets known as St. Vincent Gulf and Spencer Gulf. To the west of Spencer Gulf is the dreary Eyre Peninsula; and away beyond it, the Great Australian Bight. Eastward of St. Vincent Gulf lies Lake Alexandrina, through which the river Murray finds its way to the sea. A remarkable sand-spit, ninety miles long, runs north-westward along Encounter Bay, and encloses a long, narrow lagoon known as the Coorong. The coast of the Northern Territory is also deeply indented.

3. North of Spencer Gulf lie the great salt lakes, which look so imposing on a map of South Australia: in the dry season they are nothing but stretches of mud encrusted with salt. Beyond the lakes lies the barren, waterless country known as the "Never Never" Land. The coastal districts of the Northern

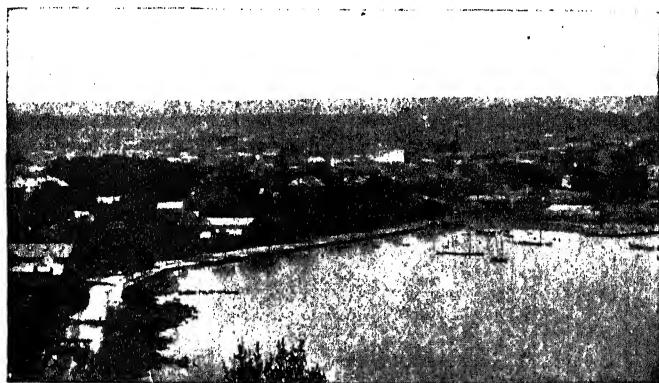
Territory, however, are well watered, and will one day grow tropical products in great abundance.

4. Probably the construction of the transcontinental telegraph did more than anything else to open up South Australia. This wonderful line, which is more than 1,500 miles long, crosses the continent from Adelaide, in the south, to Port Darwin, near the western opening of Van Diemen's Gulf. A railroad now accompanies the telegraph from Adelaide as far as the western shore of Lake Eyre. It is to be continued right across the continent to join the Port Darwin railway.

5. The richest part of the state is the long, narrow belt lying between the sea and the ranges of hills which run parallel with St. Vincent Gulf. It is only a few miles broad, but is some hundreds of miles long, and the wheat grown on it is said to rival in quality that of Manitoba. Indeed, this part of the colony may be looked upon as the "granary of Australia." In the drier parts of the state artesian wells have been sunk and the land has been irrigated.

6. The wines of South Australia are already important, and wool is a staple product. What gold has been to Victoria, copper has been to South Australia. The famous Burra Burra Mine, the richest copper-mine in the world, was opened in 1845. Its yield was enormous; but the mine is now abandoned. Still richer deposits, however, have been discovered, and are actively worked, at Wallaroo and Moonta, on Yorke's Peninsula. Iron, bismuth, tin, and gold are also found.

7. Adelaide, the capital, is a beautiful, hill-girt city, picturesquely situated on a plateau watered by the river Torrens. It is very clean and bright, and has been called the "model Australian city." The bulk of its trade passes through Port Adelaide, on an inlet of St. Vincent Gulf. The other towns are not important. Palmerston, which overlooks Port Darwin, is the capital of the Northern Territory. Its climate is too hot for Europeans, and the inhabitants are chiefly Chinese. The transcontinental telegraph line



PERTH, THE CAPITAL OF

is here connected with a submarine cable, which joins Australia with Europe.

8. Until the discovery of gold brought Western Australia into notice, she was the "Cinderella" of the Great South Land. Only the coast districts immediately round Perth, the capital, and Fremantle, the port, were settled. The tide has now turned. The population of Western Australia is increasing,

new industries are springing up, and a prosperous future awaits her.

9. Western Australia is a huge land of wide plains, vast forests, and uninhabitable deserts, covering an area eight times that of the United Kingdom. It has been well called an "oasis province," because it is cut off from the well-watered east by a vast desert. Although the coasts are deeply indented, there are few good harbours, and scarcely any rivers with a steady stream all the year round.



WESTERN AUSTRALIA.

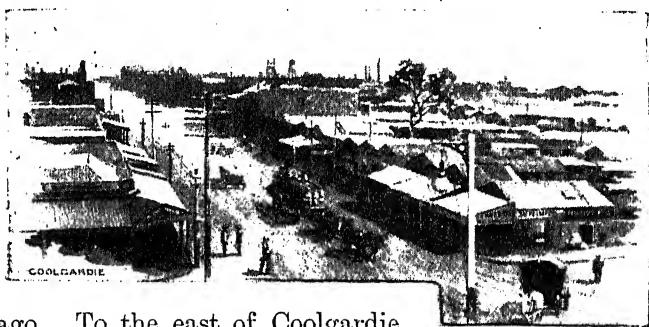
10. The inhabited portions of the colony extend for 1,200 miles along the west coast, the most thickly populated part being in the south-west, and extending from the town of Geraldton, in the Victoria district, to Albany, on King George Sound. Here vineyards, orchards, and wheat-fields may be seen, and cattle and sheep stations dot the valleys of the numerous rivers. Here, too, the immense karri

312 SOUTH AUSTRALIA, WESTERN AUSTRALIA,

and jarrah trees shoot up their tall, smooth columns to a height of from two hundred to three hundred feet, and form one of the richest resources of the colony.

11. Much of the interior is yet unexplored, but those who have penetrated far inland tell us of unending sand-hills covered with dense acacia scrub and barren, waterless plains devoid of all vegetation, except the terrible spinifex. Nevertheless, settlement has penetrated some five hundred miles inland, owing to the discovery of rich gold deposits.

12. Coolgardie, one of the mining centres, was a mere camp of tents in the silent bush fourteen years



ago. To the east of Coolgardie stands the even more modern town of Kalgoorlie, which is richer in gold than any other place in the world. Its "golden mile" is dotted with mines fitted with costly machinery and lighted by the electric light. It was a wilderness in 1893; it is now a fine city.

13. Perth, the capital, is about ten miles above Fremantle, the chief port of the colony. It stands on the north bank of the Swan River, which here broadens out into a lake. There is a Royal Mint in

the place, and the governor resides in the neighbourhood. Fremantle is its port, and here mail steamers from England now call, instead of, as formerly, at Albany, on King George Sound. Broome, in Dampier Land, on the north-west coast, is the headquarters of the most important pearl-shell fishery in Australian waters.

14. The beautiful and well-watered island of Tasmania, which has about the area of Scotland, lies like a heart-shaped pendant to the south of Victoria. It is the smallest, but in many respects the most interesting, of the Australian colonies. Its old name, Van Diemen's Land, recalls the Dutch explorer who sighted it in 1642.

15. In 1803 the government of New South Wales established a convict settlement on the island, and some years later free settlers began to arrive. A time of considerable disorder followed, but in 1853 transportation ceased. Three years later the colony received responsible government, and its name was changed to Tasmania. Included in the state are a number of small islets in Bass Strait. The whole island is a picturesque and irregular succession of mountains, valleys, peaks, and glens, with a lofty table-land in the centre.

16. In the highest part of the table-land are many beautiful fresh-water lakes, situated among romantic scenery. A great part of Tasmania is still covered with forests of magnificent timber. The river Derwent flows to the jagged and deeply-cleft south-eastern coast, and enters the sea by a broad estuary. The Tamar, formed by the union of two streams, is the chief river of the north

17. The delightfully temperate climate of Tasmania has earned for the island the title of the "Sanatorium of the South." Rain falls frequently, but gray, foggy days are rare. The climate is well suited to every variety of grain, fruit, and flower that grows in England, and many plants that can only be reared under glass "at home" flourish in Tasmania out of doors.

18. Fruit-growing and jam-making are rising industries, and immense quantities of Tasmanian apples are sent to London by the steamers which call at Hobart in the fruit season. Wool is an important, though not the most important, article of export.

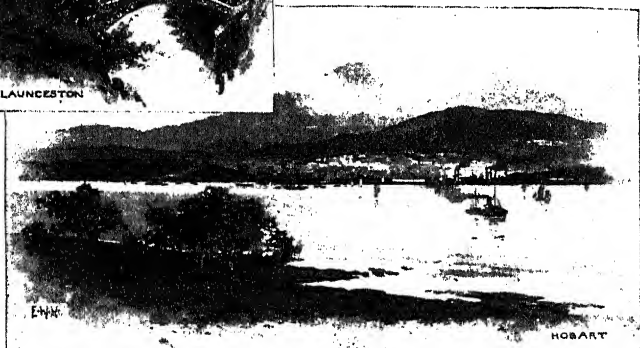
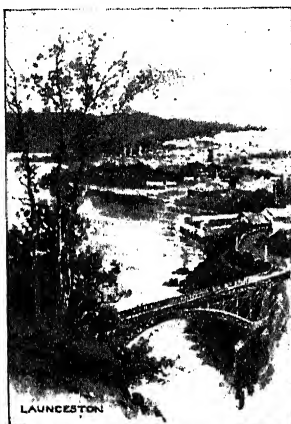
19. Tasmania is rich in minerals, and a good deal of mining is carried on. Tin has been most extensively worked hitherto, but valuable deposits of gold, copper, silver, and coal have also been discovered. The Mount Lyell Mine contains gold, silver, and copper; and in the Bischoff Mine tin is actually quarried like stone.

20. Hobart, the capital, is a well-laid-out town, with good streets and handsome buildings. It is beautifully situated on rising ground at the foot of Mount Wellington, just at the point where the river Derwent enters Storm Bay. Launceston, the only other large town; is, naturally enough, on the Tamar, and is the chief port of the north.

21. Each of the Australian colonies is self-governing. There are two Houses of Parliament in each colony—the first called the Legislative Council, and the second the Legislative Assembly. Each state has its Prime Minister and its Cabinet, just as in

the United Kingdom, the only difference being that, in place of the King at the head of all, there is a governor sent out by the Home Government.

22. In January 1901 the Australasian states were federated into the Commonwealth of Australia. The Commonwealth Parliament consists of the King, represented by a Governor-General, the Senate, and House of Representatives,



with twice as many members as there are senators. The Federal Parliament manages the naval and military forces, the posts, telegraphs, and railways, and a host of other matters in which one body can best act for all. The site of the Federal capital is at Canberra, near the town of Yass, in New South Wales.

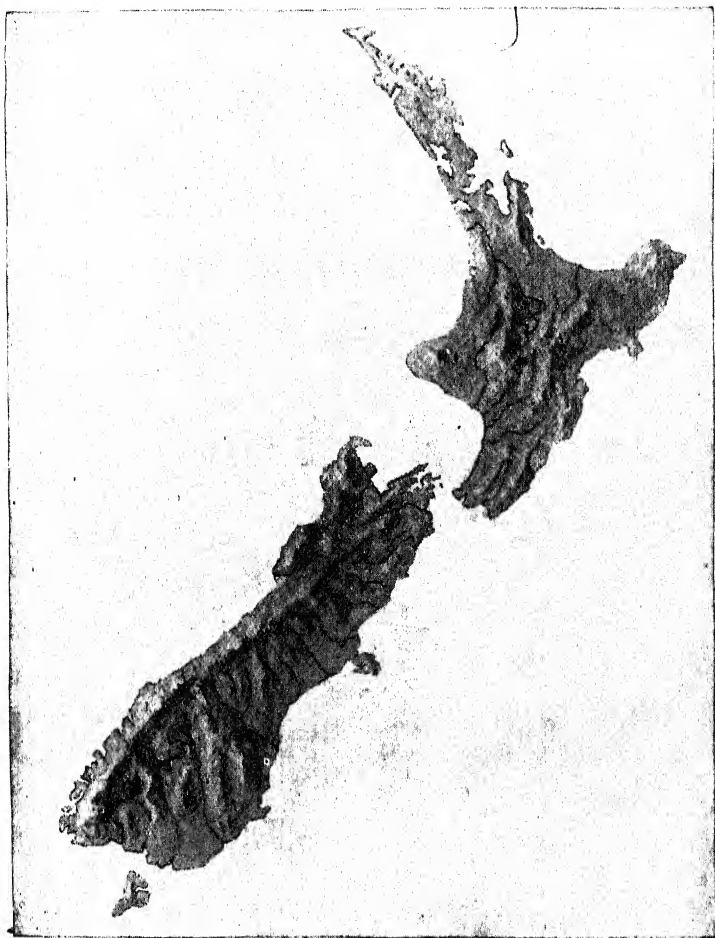
53. NEW ZEALAND.

1. We now leave the Commonwealth of Australia, and sailing across the South Pacific Ocean for twelve hundred miles in a south-easterly direction, we reach the dominion of New Zealand, which consists of an archipelago covering an area equal to that of Italy and Sicily. The two main islands are known as the North Island and the South Island, and as a pendant to the latter there is the rugged, forest-clad Stewart Island.

2. New Zealand is a sea-girt land, with deep bays and steep peninsulas, great lakes and foaming rivers, snow-capped mountains and steaming volcanoes. From most of the high hills the sea is in sight on a clear day, and fresh water is always at hand. The colony well deserves its Dutch name, "Sea-land."

3. The North Island and the South Island differ much in character. The North Island is much more irregular and deeply indented than the South Island. Its northern part is a long, very broken, and rather narrow peninsula, abounding in fertile and well-watered valleys; while the main part of the island consists of gently-sloping hills and low-lying tablelands, with here and there a lofty volcanic peak. On the west coast, in the New Plymouth district, is Mount Egmont, an extinct crater, bearing on its lower slopes natural forest containing many beautiful ferns.

4. In the centre of the island is a remarkable region of lakes, hot springs, and geysers. In this district were the famous pink and white terraces formed of the silica deposited by the boiling waters.



RELIEF MAP OF NEW ZEALAND.

In 1886 Mount Tarawera suddenly became active, and the boiling mud which streamed from its crater overwhelmed the terraces and buried them. Still

further south is a highland region in which the largest river of the island has its source, and two huge volcanic cones rise above the surrounding hills. Near these active volcanoes lies Lake Taupo, the largest lake of New Zealand. Round Hawke's Bay on the east coast, and to the south-east of Mount Egmont, are some of the finest pastures in the colony.

5. The South Island, or the Middle Island as it is sometimes called, is longer, more extensive, and



LAKE WAKATIPU, QUEENSTOWN,

more compact than the North Island. A backbone of heights known as the Southern Alps traverses its western side from north to south. Here we find lofty mountains, with peaks and glaciers rivalling those of Switzerland.

6. The Southern Alps form the highest ridge of a great mountain plateau occupying about two-thirds of the South Island. This plateau is furrowed by

many deep, branching valleys. The Canterbury Plains rise from sea-level to a height of 1,500 feet in about twenty miles. On the west these plains abut against the eastern flank of the central mountain plateau. The largest and most beautiful lake in the South Island is Lake Te Anau (one hundred and thirty-two square miles in area), though in some respects the scenery about Lake Wakatipu is sterner and grander. The western part of South Island produces coal,



AND THE "REMARKABLES."

gold, and timber. The eastern side of the island, and especially Canterbury Plains, is devoted to sheep-rearing and agriculture. Here we find the most fruitful wheat-fields and gardens of the colony.

7. The coast of the South Island is bold, and for the most part without deep indentations, being broken into bays and inlets only on the north and south-west coasts. The south-west coast is especially grand,

for the long line of cliffs, backed by the peaks of the Southern Alps, is broken by long fiords or "sounds," in which the water lies deep and still under the shadow of giant crags.

8. Millions of acres of country, especially on the mountain ranges, are still clothed with dense forests. The huge kauri pine, often from eight to ten feet in diameter, and from sixty to one hundred feet high, flourishes in the northern half of North Island. Its timber is much valued for shipbuilding, and it produces a resin which is much used in making varnishes. The kauri gum, which is something like amber in appearance, is found at the foot of trees, or in the ground on which ancient kauri forests grew. Ropes and twine are manufactured from native flax.

9. New Zealand is remarkable for its profusion and variety of ferns. In North Island very graceful palms are found, and fern trees equalling those of the tropics. High up on the lofty mountains there is a beautiful Alpine vegetation, and near the snow-line we find the edelweiss, which closely resembles that of the Swiss Alps. New Zealand, however, is poor in fruits and in flowers, and in this respect compares unfavourably with Tasmania.

10. New Zealand has scarcely any native mammals, but its birds are many and most interesting. One of the parrots, found only in South Island, and known as the kea, attacks live sheep, settling on their backs and tearing away the skin and flesh to get at the kidney fat. The most remarkable bird, however, is

the kiwi. It is the last survivor of a race of wingless birds which were once plentiful. Remains of these birds, which the natives called moas, have been found, and some of them must have been ten feet high. The rabbit and the sparrow, both introduced by the early settlers, are now pests.

11. New Zealand has a very varied climate. It is mild and bracing, with few extremes, and is well fitted for Europeans. The western shores are much wetter than the eastern, the rainfall on the "sounds" of South Island being as much as one hundred and fifty inches a year. The Canterbury Plains have a climate which is said to be a mixture of that experienced in Scotland and in the south of France.

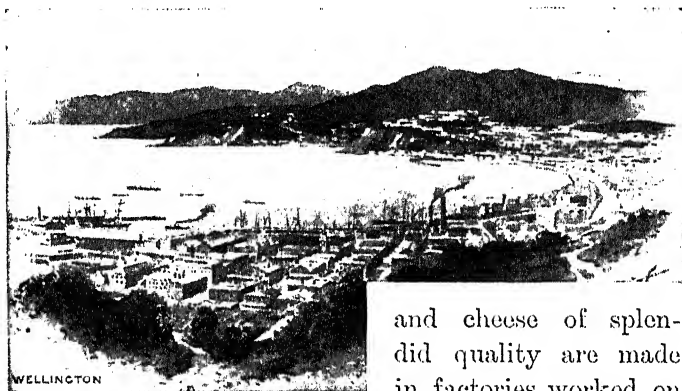


MAORI CHIEF.

12. The natives of New Zealand are the Maoris, who, when Captain Cook first visited the islands in 1769, were a tall, brown-skinned race of cannibals and fighters. At the present time the Maoris are a cheerful and fairly comfortable race, very fond of games, riding, and feasting. For a time it was thought that they might gradually die out, but during recent years the rate of decrease has been checked, and at present there is no danger of their disappearance. There are now about fifty thousand of them.

Four Maori representatives sit in the New Zealand Parliament. New Zealand is not a member of the Australian Commonwealth.

13. Cattle and sheep grazing largely employ the New Zealanders, and wool is an important product. There are now freezing-works in most of the large towns, and immense quantities of frozen beef and mutton are sent to this country every year. Butter



and cheese of splendid quality are made in factories worked on the Danish system. Wheat is largely grown, and so are oats and barley, while maize is not uncommon in the north. New Zealand discovered her gold as late as 1861, but she now rivals Australia as a gold-producing country. Copper, tin, and iron-sand are also found; and the coal is so good that it is used by British war-ships.

14. Wellington, the capital, stands on a splendid natural harbour on the north side of Cook Strait in the North Island. It is not the largest town; but as its situation is the most central, it has been adopted as

the seat of government. Auckland, the largest town and the leading seaport, has been called the "Corinth of the South Pacific."

It stands on a narrow isthmus on the North Island, overlooking a fine harbour.

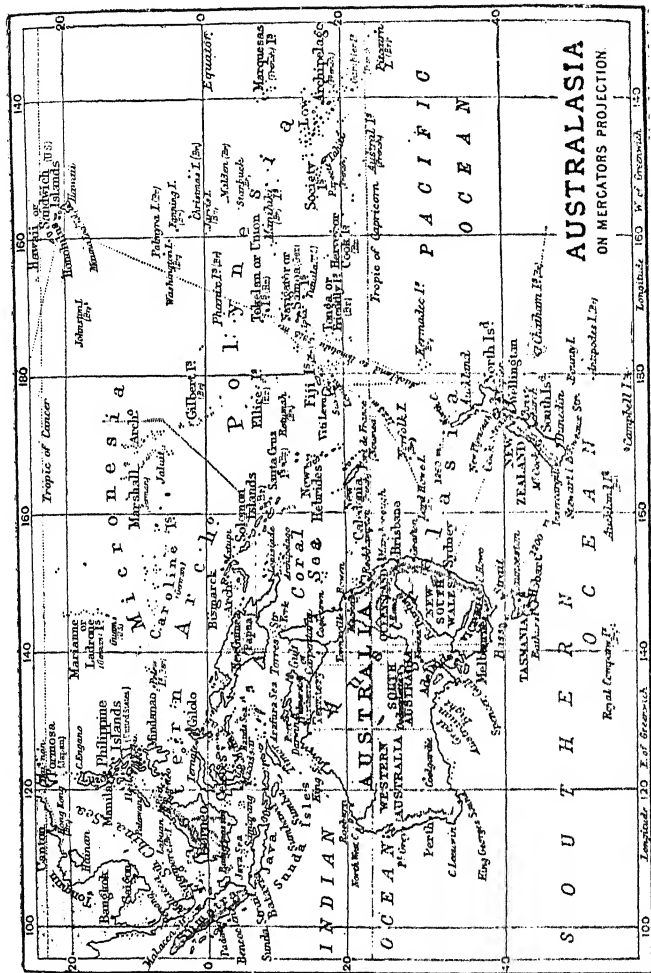
15. Three towns of the South Island are worthy of notice. Nelson, on Tasman Bay, is the outlet of a mountainous province famous for its grand scenery and its mineral wealth. The English-looking city of Christchurch lies in the midst of the rich pastoral district known as Canterbury Plains. Dunedin, on the south-east coast of the South Island, is built at the head of a bay which runs inland for thirteen miles. It is the most im-



AUCKLAND.



portant commercial town in South Island, and is the port of the gold-fields, which lie to the west of it. In the Clutha River much gold is obtained by dredging



MAP OF SOUTH PACIFIC.

54. THE BRITISH ISLANDS OF THE PACIFIC.

1. North, east, and south of New Zealand are a number of islands which belong to the same archipelago. The most important of them is Stewart Island, the third island of the New Zealand group. It is separated from the South Island by the stormy Foveaux Strait, and its area is only some five hundred square miles. Mountainous and well wooded, it has several good harbours and many fertile valleys. The seas around swarm with fish, and on the island are several quartz reefs which have been partly worked.

2. It cannot be said that the remaining islands of the archipelago are of much value as colonies. Several of them, indeed, are uninhabited, and are only visited occasionally by Antarctic whalers that call to replenish their supply of water. The principal uninhabited group is that of the stormy, wind-swept Auckland Islands, which lie two hundred and fifty miles south of Stewart Island.

3. The climate is very wet and stormy; yet the islands abound with flowers of the brightest hue. Parrots, pigeons, and honey-sucking birds flit about in great numbers. On the main island a stock of provisions is stored for the benefit of shipwrecked sailors, or of vessels whose supplies unexpectedly run short.

4. Macquarie Island, about one hundred and fifty miles to the south of the Aucklands, is remarkable as the haunt of wild parrots, which are not elsewhere found at so great a distance from the tropics. Antipodes Island lies north-east of the Auckland

group, and owes its name to the fact that it is more nearly opposite to London than any other land in the southern hemisphere.

5. The Chatham Islands, which lie to the east of South Island, are inhabited chiefly by Maoris, and are an important place of call for whalers. The Kermadec Islands, five hundred miles to the north-east of North Island, are a sort of stepping-stone in the ocean between the coral islands of the Pacific and New Zealand.

6. Norfolk Island to the north-west, and Pitcairn Island to the north-east, of the Kermadec Islands, are the homes of a few people descended from the mutineers of the *Bounty*. In the year 1790, H.M.S. *Bounty* was sailing in the South Seas. The commander treated his crew so harshly that they mutinied, and cast him and eighteen men adrift in an open boat. The mutineers then took the ship to Tahiti, and later on nine of them, with some natives of Tahiti, settled on Pitcairn Island. By the end of ten years only one Englishman and a few women and children were left alive, and from them the present Pitcairn Islanders are descended.

7. Norfolk Island was formerly a convict station, which was abolished in 1855, and was given over in the next year to the Pitcairn Islanders, some of whom now inhabit the old convict town, and occupy themselves with agriculture and whale-fishing. The island is remarkable for its land-birds. Some of them resemble those of Australia, and some those of New Zealand. Norfolk Island is a dependency of New South Wales.

8. Lord Howe Island, which is also a dependency of New South Wales, stands midway between Norfolk Island and Australia, and is also classed with the New Zealand group. It is of volcanic origin, and its few inhabitants are either whalers or people who live by supplying whaling-ships with pigs, goats, poultry, and vegetables. The submerged bank on which New Zealand stands stretches almost to this island, which is separated from Australia by a deep sea.

9. In 1901 the Cook or Hervey group, which lies to the east of the Fiji Islands, was annexed to New Zealand. This group, which consists of some six islands and a number of islets and reefs, has 7,000 native inhabitants, who are, unhappily, gradually dying off. A legislative body makes the laws, which are executed by a council consisting of the British Resident



FIJI ISLANDER.

and a number of native kings and queens. The only productions are copra, coffee, oranges, and lime juice.

10. The Fiji Islands, which lie almost due north of New Zealand, do not belong to the New Zealand archipelago, but are mentioned here because they form a British Crown colony of Australasia. They are partly volcanic and partly coral. Some of them are very mountainous; and as the soil is extremely fertile, all sorts of beautiful trees and plants clothe the mountains, especially on the eastern side. Cool streams rush headlong down the slopes to the rich

coast plains, which produce cocoanuts, bananas, sugar-canes, tobacco, Para rubber, and other tropical plants in luxuriance.

11. The two largest islands in the group, which contains more than two hundred and fifty islets, are Viti Levu and Vanua Levu. Most of the islands are surrounded by barriers and reefs, which form admir-



VII

VIEW IN FIJI, FROM VITI LEVU.

able breakwaters, and are pierced here and there by deep channels which give access to enclosed harbours.

12. It is difficult to believe that these beautiful islands were formerly the abode of fierce cannibals. Yet this was the case. Cannibalism and its attendant horrors are now, however, things of the past in Fiji. Under the teaching of the missionaries the people have become as gentle and kindly as they were formerly cruel and ferocious. The Fijians are a tall, well-built, handsome people, of a dark copper colour.

One of their favourite amusements is dancing, and another popular pastime is swimming; for, like most Pacific islanders, the Fijians are almost as much at home in the water as on land. Some of the islanders are such expert swimmers that with a big knife they will attack and conquer a shark in his own element.

13. The islands were taken over by the British Government in 1874, and soon afterwards were constituted a Crown colony. The Governor is assisted by an Executive and a Legislative Council, and the native chiefs play a large part in local government. Sugar, copra, and bananas are exported, and cotton goods, machinery, and hardware are imported. Suva, the capital, is situated on the south of Viti Levu, and is a small town with a good harbour.

14. Countless other island-groups dot the broad surface of the Pacific, especially in the west between the Tropic of Capricorn and the Tropic of Cancer. Many of these islands are of little value in themselves, though one day they may be important as coaling-stations or as the connecting points of ocean cables. So small are many of the groups that hundreds of them added together would not make up more than half the area of New Zealand.

15. Some of them rise high above the sea as lofty volcanic peaks; others are of coral formation, and lie low in the blue water. Others, again, are partly coral and partly volcanic. In the Pacific we find not only reefs like the Great Barrier Reef off Queensland but ring-shaped islands of coral known as atolls.

16. There is a great difference between life on the "low" or coral islands and that on the "high" or volcanic islands. The peaks of the latter condense the rain clouds, and the windward slopes, in consequence, become very fertile. So productive are most of the volcanic islands that the natives need never exert themselves much to obtain a livelihood. They are, therefore, inclined to be lazy and thriftless. On the low coral islands, however, little grows but the cocoanut palm, and from it the natives have to obtain



AN ATOLL (LOW CORAL ISLAND).

food, clothing, shelter, and materials for trade. They have to work hard to live, and as a consequence are steady and thrifty.

17. The people who inhabit these islands are nearly all of the same race. For the most part they have light, copper-brown skins, dark-brown curly hair, and good-humoured, handsome faces. Many of them are six feet high, and are very powerfully built. All of them are cheerful and joyous, fond of dancing and singing. We cannot stay to visit all these island-groups, delightful as the task would be; we must

content ourselves with a hasty glance at a few of the more interesting of them.

18. To the east of the Fiji Islands lies the Tonga group, or Friendly Islands, so called by Captain Cook, who twice visited them, and was kindly received by the natives. Here we find the most civilized of all the South Sea Islanders.

19. East of the Friendly Islands lies the Cook or Hervey group, which we have already mentioned; and still further east are the Society Islands, the most important of all the groups in the South Pacific. They belong to France.

20. North-west of the Fiji Islands is the archipelago of the Solomon Islands, consisting of twelve large islands and numerous smaller ones. Some of the islands are lofty and volcanic; others are low and coralline. Much of the surface is covered with dense forests, but the cleared ground yields rich crops of yams, bread-fruit, cocoanuts, and pepper. The people resemble those of New Guinea, and most of them are still cannibals. The northern group is under the protection of Germany. The British islands cover an area of some 8,000 square miles.

21. North of Fiji are the Ellice group and the Gilbert Islands group, which consist wholly of coral islands. The islands are not fertile, but the islanders are skilful fishermen; and they not only catch the fish, sea-slugs, and turtles of their lagoons, but go far from land in their search for whales. Most of them are Christian, and are governed by their own chiefs, under British protection.

55. THE BRITISH EAST INDIES.

1. We have now to deal with the British possessions in that island-world which lies between Asia and Australia, and is known as the Malay Archipelago. The British possessions in this vast island-group are limited to a portion of Borneo and a portion of New Guinea.

2. The triangular island of Borneo is the largest island of the world next to Australia and New Guinea. In the centre of the island is the great mountain mass of Tabang, from which ranges radiate, like the points of a star, in all directions. Kinabalu, the highest peak, is found in British territory, not far from the north-west coast. From the central mountain mass navigable rivers flow to all the coasts.

3. The rainfall is very abundant and the temperature high; consequently the vegetation is wonderfully luxuriant. The whole island is forest-clad, with a wonderful variety of trees. Borneo possesses a monkey called the nosed monkey, which is found nowhere else, and is as striking in its way as the orang-outang. This creature has a long grotesque nose, and lives in trees overhanging streams. The island is especially rich in birds, and it is said that there are more than five hundred different species inhabiting its forests and mountains.

4. Edible birds'-nests, so highly esteemed by the Chinese for making soup, are found in abundance, more than three and a half millions having been exported from Borneo in a single year. The birds

which build these nests are swifts, somewhat resembling those which are seen in this country. The nests are made of their saliva, which hardens like cement.

5. Borneo is not densely populated, but it contains many tribes, the most important being the Dyaks or Dyaks, who are divided into two branches—the Land Dyaks and the Sea Dyaks. The latter, as their name implies, live along the coast, which is also inhabited



TOBACCO FIELD.

by Chinese, Arabs, and Malay pirates. The Dyaks are even less civilized than the Sumatrans; and they still practise head-hunting, not for cannibal reasons, but because no man may marry until he has presented the lady of his choice with a few skulls!

6. Borneo is exceedingly rich in both vegetable and mineral wealth, but as yet its resources are largely undeveloped. Tobacco, sugar, and pepper are

grown, and forest products are collected for export. In the north there are vast coal-fields, and elsewhere there are large deposits of valuable minerals which are almost untouched. Gold and diamonds alone are worked to any considerable extent.

7. The north-western part of the island is either British or under British protection; the remainder belongs to the Dutch. British North Borneo occupies the northern part, and produces tobacco, sago, coffee, and such jungle products as cutch, rattans, and timber. The little island of Labuan, off its west coast, is specially valuable; for it contains coal, and has been made one of the coaling-stations for our warships. To the south-west of British North Borneo is the small native state of Brunei, which is ruled by its sultan, under our protection; and still further to the south-west is the large country of Sarawak, which has had a most interesting history.

8. In 1838 a young, adventurous Englishman, named James Brooke, sailed to the Far East in his schooner-yacht. At Singapore he learned that the sultan of Borneo was disposed to be friendly to the English. Thereupon he sailed for Sarawak, where he was kindly received. Brooke explored the country, and helped to put down a serious rebellion. In return for his services he was made a rajah and governor of Sarawak.

9. By mingled firmness and kindness he managed to stop head-hunting, stamp out piracy, and make the people turn to peaceful industry. As a consequence, the country prospered greatly under his rule. He

was knighted in 1847. Twenty years later the state was declared independent, and in 1890 was placed under British protection. The present rajah is Sir Charles Brooke, nephew of the famous Sir James. His capital, Kuching, twenty miles from the mouth of the Sarawak River, contains churches and schools, and is a busy and thriving place.

10. Eighty miles from the north coast of Australia, across the shallow waters of Torres Strait, lies the huge lizard-shaped island of New Guinea or Papua. New Guinea stands like a stepping-stone between Australia and Asia, and were it in the possession of a hostile power, it would be a favourable base of operations against Australia. We have, therefore, occupied part of the country. The Dutch hold the western half of the island; the Germans and the British divide the other half between them. The Australian Commonwealth finds the money to administer the British part of the island, and is allowed a free hand in its government.

11. British New Guinea, which is equal in area to about three-fourths of the United Kingdom, consists of the south-east part of the island and certain adjacent island groups. Little more than the fringe of the country has been really explored, but we know that a massive mountain chain, with heights of thirteen thousand feet, runs through the island and divides British territory from German.

12. From these mountains many rivers converge to enter the Gulf of Papua. The largest of them, the Fly River, is navigable for five hundred miles,

and drains much of the middle of the island. The climate is, of course, tropical and unhealthy in the low grounds; cypress forests cover much of the country; the banana, the cocoanut, and the bamboo grow in all parts. There are no dangerous wild animals, but wild swine are common, and there are many snakes like those of Australia. Amongst feathered



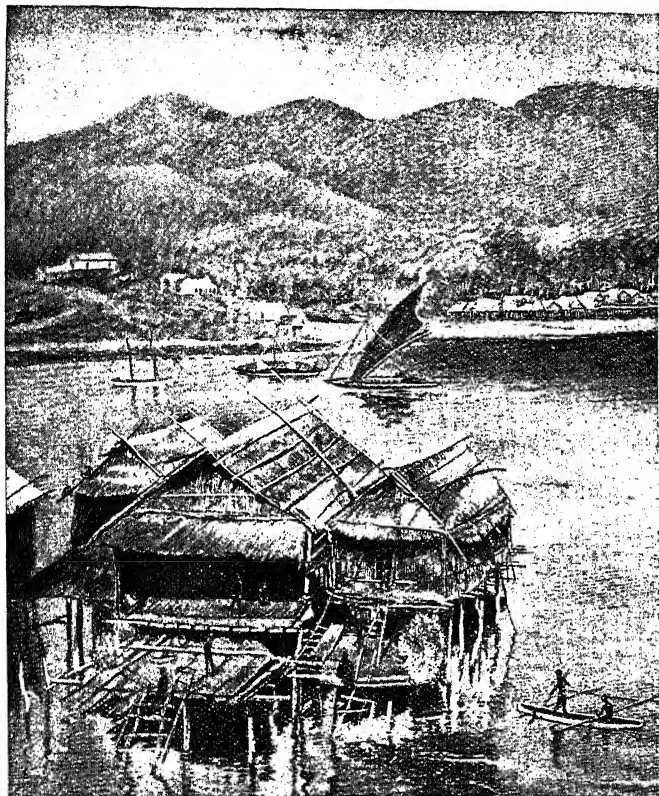
A NATIVE OF NEW GUINEA.

creatures are cassowaries and many magnificent birds of paradise.

13. The people of New Guinea resemble in many respects the islanders of the Pacific. The men are about the height of an average European; they are shy and suspicious, and are as yet quite uncivilized. In 1901 the

natives of the Fly River murdered Mr. Chalmers, a missionary who had lived and worked among the people of New Guinea for many years, and whose zeal and self-denial were supposed to have won their confidence and good will. Some of the tribes live wholly on sago; others on yams, bananas, or sweet potatoes.

14. The New Guinean delights in his nose-stick, which is generally made of a strip of white shell ground down and polished. These nose-sticks are of all shapes and patterns, each tribe having its own



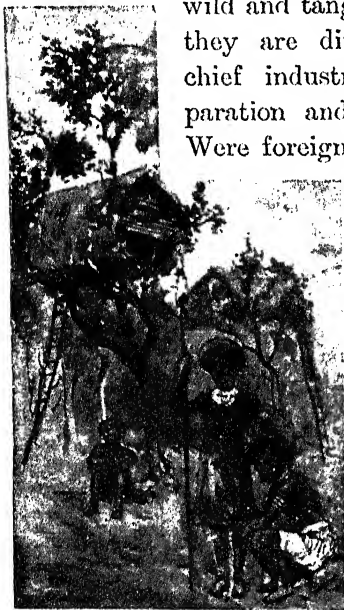
PORT MORESBY.

special nasal ornament. Their weapons are chiefly bows and arrows, and stone and wooden clubs.

15. Many of the villages are built entirely of bamboo houses, perched on piles above the waters of the marshes and lagoons. Others are built in trees, and are approached by ladders. The New Guineans are expert in building and sailing canoes, which are often

beautifully ornamented. Their language is easily pronounced by Britons, but the natives are now learning English.

16. Five or six hundred Europeans are engaged in washing gold in the streams, and no doubt there are plenty of gold-bearing reefs, though, owing to the wild and tangled nature of the country, they are difficult to discover. The chief industry, however, is the preparation and export of india-rubber. Were foreign trees of a better quality



TREE-HOUSES IN NEW GUINEA.

to be planted, the industry would become very much more valuable. Timber is also sent in large quantities to Queensland and New South Wales.

17. British New Guinea has no railways and no roads, and though tracks have been cut across in various directions, the rivers are still the great means

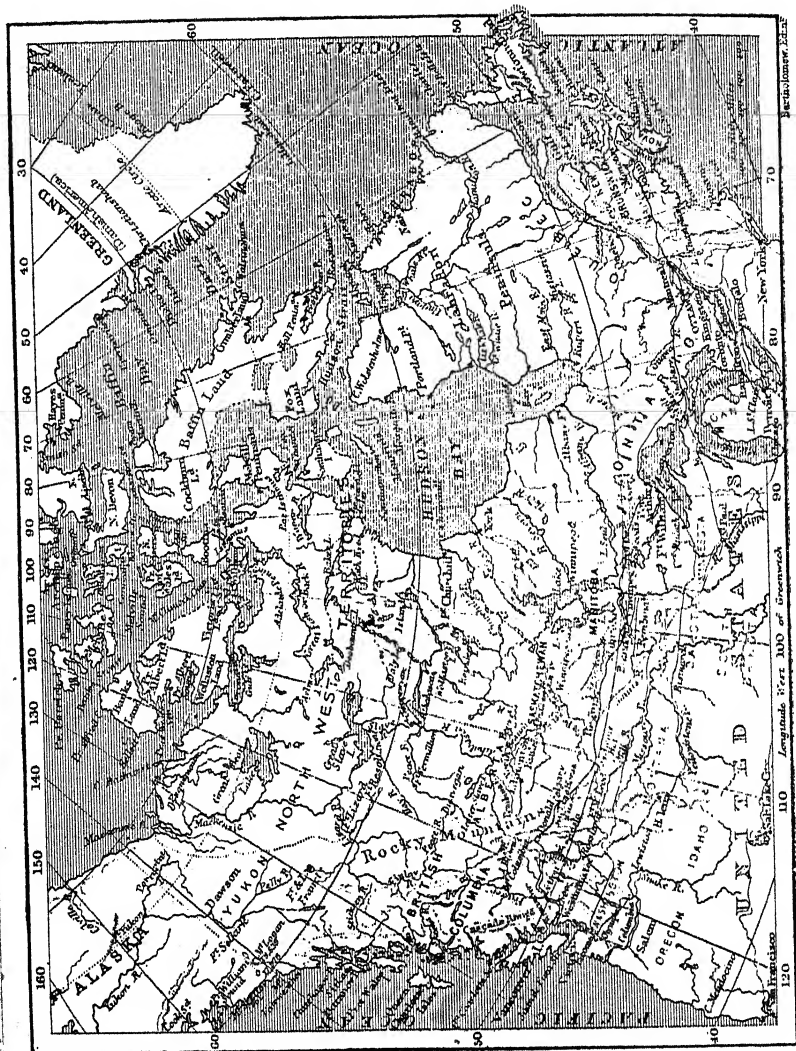
of communication. The governor resides at Port Moresby, which is beautifully situated on a fine harbour, with deep water and a good wharf. Samarai, on an island at the south end of the mainland, has a larger European population than Port Moresby; and the island of Daru, which is visited by boats engaged

in the Torres Strait pearl-fishing, has the best harbour in the west of the colony.

Here we must conclude our brief survey of the mighty empire which is our heritage and pride. We have crossed many seas and visited many lands. We have lingered especially in those countries in which the brave young nations of Greater Britain are rapidly advancing towards prosperity and greatness. They are one with us—one in blood, in speech, in tradition, and in spirit; and while they love the land that bore them, they are proud of the great empire to which they belong, and still turn with warm affection towards the mother country in which their sires were bred.

Thus do they sing,—

*“ Dear are the lands where we were born,
Where rest our honoured dead,
And rich and wide on every side
The fruitful pastures spread ;
But dearer to our faithful hearts
Than home or gold or lands
Are Britain’s laws, and Britain’s crown.
And British flag of old renown,
And grip of British hands.”*



SUMMARY OF THE GEOGRAPHY OF THE BRITISH EMPIRE.

The British Empire is the unofficial but convenient name given to all the territory under the British Crown. The title of the present British sovereign is "George the Fifth of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India."

The total area of the empire is about 13,000,000 square miles (more than one-fifth of the earth's surface), and its total population is 420,000,000 (one-fourth of the population of the globe).

We may divide the British Empire into—

(a) The United Kingdom of Great Britain and Ireland. (The British Islands are dealt with in an earlier book of this series.)

(b) The Empire of India.

(c) The British Dominions beyond the Seas. These consist of colonies, protectorates, and dependencies.

The **Colonies** are of two kinds:—
1. *Self-governing Colonies*, with responsible government and a parliamentary system resembling that of the United Kingdom. The authority of the British sovereign is represented by a governor appointed by the Crown. 2. *Crown Colonies*, ruled by officials appointed by the Crown. In some cases

Crown colonies are allowed to elect representative councils.

Protectorates are countries or districts over which Britain claims authority, but which are not directly administered by British officials.

Dependencies are countries or districts dependent on other countries. India is sometimes called a dependency because it is subject to Britain, and is ruled directly by officials appointed by the British Crown.

THE EMPIRE OF THE WEST.

DOMINION OF CANADA.

(P. 56.)

POSITION.—Northern portion of North America.

BOUNDARIES.—*N.*, Arctic Ocean; *E.*, Atlantic Ocean; *S.*, United States, the great lakes, and the River St. Lawrence; *W.*, Pacific Ocean and Alaska (which belongs to the United States).

EXTENT.—A little less than that of Europe. Length, east to west, 3,000 miles; breadth, north to south, about 2,000 miles; area, about $3\frac{1}{2}$ million square miles.

POPULATION.—Over 7 millions, chiefly of British or French origin. There are also a few Indians.

SEAS AND INLETS.

Parts of the Arctic Ocean.

Melville Sound, in Arctic archipelago.
Lan'caster Sound connects Melville Sound and Baffin Bay.

Smith Sound is north of Baffin Bay.

Baffin Bay is west of Greenland.

Da'vis Strait is south of Baffin Bay.

Parts of the Atlantic Ocean.

Hudson Strait leads to Hudson Bay.

Hudson Bay is a large inland sea in the north of Canada.

James Bay, in Hudson Bay.

Strait of Belleisle', between Newfoundland and Labrador.

Gulf of St. Lawrence, the estuary of the St. Lawrence River.

Bay of Fundy is between Nova Scotia and New Brunswick. It has very high tides.

Part of the Pacific Ocean.

Queen Char'lotte Sound is between British Columbia and Vancouver Island.

ISLANDS.

North.

Baffin Land, Parry Islands, Arctic Ocean.

West.

Queen Char'lotte Islands, Vancouver Island, are off British Columbia.

East.

Southamp'ton Island, in Hudson Bay.

New'foundland, Anticos'ti, Mag'dalen Islands, Prince Edward Island, Cape Bret'on Island, are in the Gulf of St. Lawrence.

CAPEs.

East.

Cape Chid'ley, north-east of Labrador.

Cape Charles, east of Labrador.

Cape Race, south-east of Newfoundland.

Cape Sa'ble, south-east of Nova Scotia.

PENINSULAS.

Labrador', } in the east of Canada.
No'va Sco'tia, }

MOUNTAINS.

Rocky Mountains stretch from north to south in the west of the country.

Mount St. Elias, 18,000 feet; *Mount Robson*, 13,700 feet; *Mount Hooker*, 10,000 feet.

Cascade' Mountains are in British Columbia, between the Rocky Mountains and the Pacific Ocean. *Mount Columbia*, 14,000 feet, is the source of the Athabasca and the northern Saskatchewan.

RIVERS AND LAKES.

Flowing to the Arctic Ocean.

Mackenzie River (2,400 miles) flows northward through Mackenzie Territory. It has large tributaries on both banks. The largest is the *Athabasca*. In its basin are the *Great Slave Lake*, *Great Bear Lake*, and *Lake Athabasca*.

Great Fish River, in north-west.

To Hudson Bay.

Saskatch'ewan River flows from the Rocky Mountains to Lake Winnipeg.

Nelson River flows from Lake Winnipeg to Hudson Bay.

Red River flows from the United States, and uniting with the *Assiniboine*, forms one river flowing into Lake Winnipeg.

To Atlantic.

St. Lawrence River (2,000 miles) is the overflow of the great lakes to Gulf of St. Lawrence. Under the name of the *St. Louis*, this river rises in the United States. In its basin are the following five great lakes:—

Lake Superior, 450 miles in length, the largest body of fresh water in the world. It is about the size of Ireland.

Lake Michigan lies entirely in the United States.

Lake Huron is about 200 miles in length.

Lake Erie, 240 miles in length, is the most southern of the five lakes.

Lake Ontario, 180 miles in length, is the smallest. Into it flows Niagara River, on which are the *Falls of Niagara*, the second largest in the world. The falls are divided into two parts by Goat Island. The Horseshoe or Canadian Fall is 1,800 feet wide, and the American Fall is about 900 feet wide.

St. John River is in New Brunswick.

To Pacific.

Columbia, rising in the south of British Columbia.

Fraser River, in British Columbia.

Yukon, formed by the junction of the Lewis and Pelly Rivers, flows through Yukon and Alaska.

PRODUCTIONS, ETC.

PRODUCTIONS.—Wheat, timber, cattle, dairy produce, fruits, furs, fish.

Industries are wheat-growing, cattle-raising, fruit-growing, dairying, lumbering, trapping animals for their fur, fishing (cod, herring, mackerel, whale, seal).

COMMERCE.—Imports are coal, metals, clothing, machinery.

Exports are wheat, flour, timber, dairy produce, fruit, furs, cattle, and horses.

RAILWAYS.—The Canadian Pacific Railway stretches across the continent from Montreal to Vancouver on the Pacific, a distance of 2,906 miles.

The Grand Trunk Railway, with its various branches, extends for more than 3,000 miles.

The Intercolonial Railway unites Halifax with Montreal.

The Canadian Northern runs from Lake Superior to Edmonton, and thence to the Pacific.

The Grand Trunk Pacific is a trans-continental railway from Moncton, New Brunswick, to the Pacific.

GOVERNMENT.—A Governor-General is appointed by the King, and is assisted by Houses of Parliament on the model of our own, except that in place of the House of Lords there is a house of Senators elected for life. The capital of the Dominion is Ottawa, in Ontario. Each province has its own Parliament.

PROVINCES AND CHIEF TOWNS.

NOVA SCOTIA, a peninsula at the mouth of the St. Lawrence, east of New Brunswick, and **CAPE BRETON ISLAND**, form one province. Nova Scotia means "New Scotland." Fruit and fish are plentiful.

Halifax, Atlantic—The capital; has a splendid harbour. It is strongly fortified, and is a military and naval station. Population, 46,000.

Yarmouth, Atlantic—Has shipbuilding. Sydney is in Cape Breton Island, and trades in coal.

Annapolis, the Port Royal of the French, is the oldest town in Nova Scotia.

NEW BRUNSWICK lies between the Bay of Fundy and the Gulf of St. Lawrence. It has important lumbering industries and fisheries.

Fred'ricton, St. John—The capital; has a university. It is a commercial centre.

St. John, St. John—The largest town; has a fine harbour, and considerable trade with the West Indies. Population, 42,000.

Newcastle has shipbuilding.

PRINCE EDWARD ISLAND, the smallest province in the Dominion, is in the Gulf of St. Lawrence, north-east of New Brunswick. It was named after Edward, Duke of Kent, the father of Queen Victoria. Cattle, sheep, and horses are exported.

Charlottetown, the capital, has a fine harbour and a good trade.

Summerside exports farm produce and oysters.

Georgetown is a seaport.

QUEBEC, the oldest Canadian colony, was at one time called Lower Canada. It lies on both sides of the river St. Lawrence, above the Gulf. This province is thrice the size of Great Britain. The most important industry is lumbering.

Quebec, St. Lawrence—The capital; is a fortified city and seaport. On account of its great strength it is called "the Gibraltar of America." A new bridge is being built across the river. Near it are the *Plains of Abraham*, where Wolfe fell in 1759. At this battle the British defeated the French, and became masters of Canada. Population, 78,000.

Montreal, St. Lawrence—On Montreal Island in the river; is the largest city in the Dominion. Ocean steamers reach this port. The Victoria Tubular Bridge spans the river. Population, 470,000.

Three Rivers, St. Lawrence—Has iron-works.

ONTARIO, once called Upper Canada, lies west of Quebec, and north of the St. Lawrence and the great lakes. It is a great farming country, and its manufactures are of growing importance.

Toronto, Lake Ontario—The capital; has great trade, and educational institutions. Population, 380,000.

Ottawa, Ottawa—Is the capital of the

Dominion of Canada, and a centre of the lumber trade. Pop. 85,000.

Kingston, Lake Ontario—At the point where the St. Lawrence flows out of the lake; is a fortified town, and has a military college. Pop. 19,000.

Hamilton, Lake Ontario—Is in a district called the "Garden of Canada." Population, 82,000.

London, Thames—Important manufacturing town. Population, 46,000.

MANITOBA, in the middle of the Dominion, was once called the Red River Settlement. It grows immense quantities of wheat.

Winnipeg, near Lake Winnipeg—The capital; is a large and flourishing city. Population, 135,600.

Branford is a prosperous town on the Canadian Pacific Railway.

SASKATCHEWAN, formed in 1905; bounded on north by 60th parallel of latitude; on south by the international boundary; on east by Manitoba; on west, Alberta. Its area is about 242,000 square miles.

Regina, on the Canadian Pacific Railway, is the capital.

ALBERTA is bounded on the north by the 60th parallel of latitude; on the south by the international boundary; on the east by the Saskatchewan; and on the west by the Rocky Mountains. It was formed in 1905, and is the great ranching province. Area, 251,000 square miles.

Edmonton, Saskatchewan—The capital. Calgary is an important town.

BRITISH COLUMBIA lies between the Rocky Mountains and the Pacific. **Vancouver Island** and **Queen Charlotte Islands** form part of this province. It is famous for fruits, timber, minerals, and extensive fisheries.

Victoria, Gulf of Georgia—The capital; is a seaport in the south-east of Vancouver Island. Population, 32,000.

New Westminster, Fraser River—The former capital; has fisheries.

Vancouver, near New Westminster, is the western terminus of the Canadian Pacific Railway. Population, 100,000.

Rossland, near the Columbia River, is a gold-mining centre.

THE NORTH-WEST TERRITORIES now include only the area between Yukon and Labrador, together with the archipelago of islands in the far north. Mackenzie, Keewatin, Ungava, and Franklin were formerly included in the North-West Territories. Area, about 2,000,000 square miles.

YUKON. The territory of Yukon extends from British Columbia northwards to the Arctic Ocean, and from the Alaskan boundary eastwards to the watershed of the Rocky Mountains. Finds of gold brought the territory into prominence in 1896.

Dawson City, Yukon—Is the chief town.

NEWFOUNDLAND.

NEWFOUNDLAND, an island larger than Scotland, at the entrance to the Gulf of St. Lawrence, is not included in the Dominion of Canada. A strip of **Labrador**, the rocky and barren coast of the Atlantic between Hudson Bay and the Gulf of St. Lawrence, belongs to Newfoundland.

The Bank of Newfoundland, 600 miles long and 200 miles broad, is famous ground for cod-fishing.

St. John's, the capital, on *Avalon* peninsula, has a very fine and safe harbour. Population, 40,000.

Harbour Grace, on *Avalon* peninsula, is the second town, and the seat of a bishop.

BRITISH WEST INDIES.

(P. 117.)

JAMAICA, one of the Greater Antilles, is the largest island of the British West Indies. It contains large coffee and sugar plantations, and yields almost every kind of tropical fruit. Maize grows in great abundance. *Spanish Town* was the former capital; *Kingston*, a seaport, is the present capital.

BAHAMAS, south-east of Florida, consist of a great many islands, which produce sponges, salt, and turtles.

Watling, formerly called **San Salvador**, was the first island on which Columbus landed in 1492.

New Providence, the chief island, contains *Nassau*, the capital of the group.

LEEWARD ISLANDS, one of the groups of the Lesser Antilles, form one colony. The chief products are sugar, molasses, and rum.

Antigua is the residence of the governor. The chief town is *St. John*.

Barbuda yields corn, cotton, pepper, and tobacco.

Montserrat exports lime juice and sugar.

Nevis is also a sugar island.

Dominica, the largest island of the group, exports sugar, cacao, lime juice, and coffee. The chief town is *Roseau*.

Virgin Islands form a link between the Lesser and the Greater Antilles. *Tortola* is the largest island.

WINDWARD ISLANDS, one of the groups of the Lesser Antilles, are off the north coast of South America.

Grenada yields tropical fruits of almost every description. The chief product is cocoa.

St. Lucia is the largest and most beautiful island in the group.

St. Vincent exports the best arrowroot. It is also a noted fishing station.

Barba'dos, one of the Windward Islands, is a separate colony. It exports sugar, molasses, and rum, and has extensive fisheries.

TRINIDAD, off the north coast of South America, produces sugar and various kinds of timber and fruits. *Port of Spain*, the capital, is one of the finest towns in the West Indies.

Toba'go yields sugar, cocoa, and coffee. The chief town is *Scarboroughh*.

THE BERMU'DAS, or **SOMERS ISLANDS**, are a group of islands in the Atlantic, off the east coast of the United States. *Hamilton*, on Main Island, is the seat of government.

BRITISH POSSESSION IN CENTRAL AMERICA.

BRITISH HONDURAS (p. 123), on the shores of the Gulf of Honduras, in the Caribbean Sea, is covered chiefly with large forests, which contain trees of valuable woods. *Belize'*, the capital, exports mahogany, logwood, sugar.

SOUTH AMERICA.

BRITISH GUIAN'A, west of Dutch Guiana (area, 90,000 square miles; population, 300,000), yields sugar, maize, yams, pepper, and woods of great use and beauty. There are also gold-fields in the interior. *Georgetown* (Demerara River) is the chief town and port. It makes rum and molasses.

FALKLAND ISLANDS, in the South Atlantic, about 300 miles from the coast of South America, export wool, tallow, seal and sheep skins, and are used as a whale-fishing station.

South Geor'gia, an island east of the Falkland group, is under the same government.

THE EMPIRE OF THE EAST.

THE INDIAN EMPIRE.

(P. 139.)

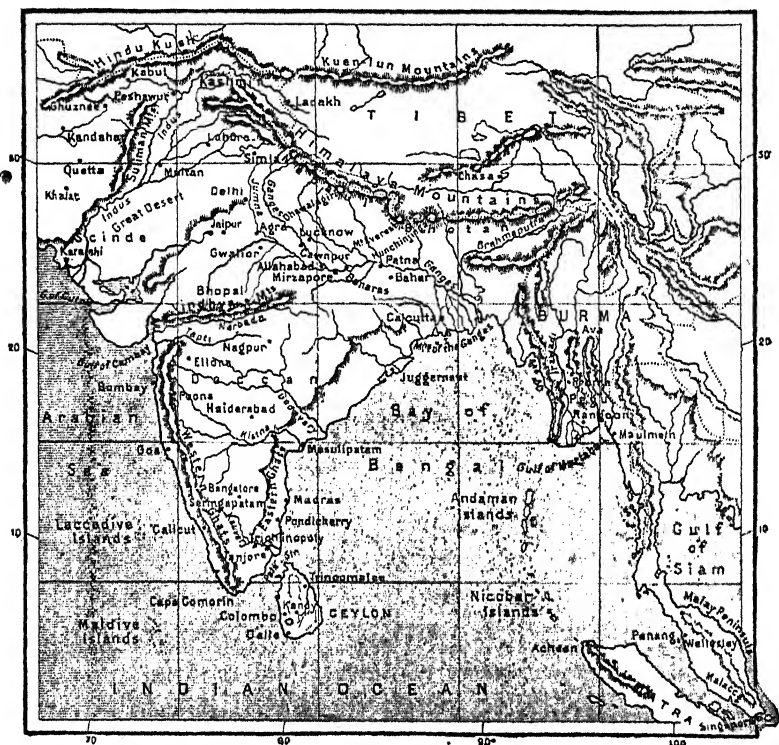
India, or **Hindustan**, the country of the Hindus, is a large peninsula in the south of Asia. Its greatest length, from north to south, is about 2,000 miles, and its greatest breadth, from east to west, 2,600 miles. Its total area is about 1½ million square miles—that is, about fourteen times the size of the British Isles. The population is 315 millions, 70 millions being in the native states.

GOVERNMENT.—King George the Fifth is Emperor of India. He is represented in India by a viceroy, who is under the control of the Secretary of State for India. The various provinces are governed by British officials. The Native or Feudatory States are ruled by native princes under British protection and control.

BOUNDARIES.—India Proper is bounded on the north by the *Himá-laya Mountains*; on the west, by *Afghanistan'*, the *Sulaiman' Mountains*, and the *Arabian Sea*; on the south, by the *Indian Ocean*; and on the east, by *China*, *Siam*, and the *Bay of Bengal*.

RELIEF.—The surface of India consists of a plateau—the *Dek'kan*—occupying the southern part of the peninsula, and the plains of the *Gan'ges* and of the *Indus* in the north. These plains are bounded on the north and west by the *Himalaya* and *Sulaiman Mountains*.

CLIMATE.—A large part of India lies within the tropics, and the climate



(Each square is 500 miles.)

(Latitude and Longitude marked in border.)

generally speaking, is tropical. The heat on the plains is excessive; the hilly regions are much cooler and healthier. The climate is affected very much by the monsoons, which blow for six months alternately from the south-west and north-east.

PRODUCTIONS.—The productions of India are very varied. Almost every kind of tropical plant flourishes. The most important crops are wheat, millet, oil-seeds, cotton, indigo, opium, rice, tea, tobacco, jute, and

sugar-cane. The forests produce teak, bamboo, banyan, cocoanut, india-rubber, and sandalwood. Oxen, sheep, goats, elephants, and camels are among the domestic animals; while the wild animals are the elephant, tiger, panther, buffalo, monkey, hyena, and jackal.

MOUNTAINS.

Himalayas ("the abode of snow"), separating India from Tibet, with *Mount Everest*, 29,000 feet, the loftiest summit in the world.

Sulaiman Mountains, forming part of the boundary between north-west India, Baluchistan, and Afghanistan.

Araval'li and Vind'hya Mountains, in the centre of India. Eastern and Western Ghats and Nil'giri Hills, in the south of India, enclosing the Dekkan plateau.

RIVERS.

The **Gan'ges** (with its many tributaries, including the *Jum'na* and the *Chum-bul*) flows through northern India into the Bay of Bengal.

The **Brahmapu'tra**, or **Sanpu'**, from Tibet, joins the Ganges, and the united stream flows by a large delta into the Bay of Bengal.

The **Mahanad'i**, the **Godav'ari**, the **Kist'na**, and the **Cauv'ery**, in India, flow into the Bay of Bengal.

The **In'dus** (with its tributaries, the *Sut'lej*, *Be'as*, *Ra'vi*, *Chenab'*, *Jhelum*, forming the Punjab, or "land of the five rivers") flows into the Arabian Sea.

The **Narbad'a** and the **Tap'ti**, in India, flow into the Arabian Sea.

The **Sal'win** and the **Irawad'i**, in Burma.

COAST.

The coast is low, especially on the eastern side, and there are very few openings. Except at Bombay, there is no good harbour.

CAPIES AND PENINSULA.

Cape Negra'is, south of Burma.

False Point, on the east coast.

Cape Com'orin, most southerly point.

Cutch Peninsula, on the west coast.

SEAS AND INLETS.

The **Bay of Bengal**, on the east. Its branches are—

The **Gulf of Martaban'**, in Burma; the **Mouths of the Gan'ges**, in Bengal; **Palk Strait** and the **Gulf of Maanar'**, between Ceylon and India.

The **Arabian Sea**, on the west. Its branches are—

The **Gulfs of Cambay'** and **Cutch**, in Bombay, and the **Mouths of the Indus**, in Sind.

ISLANDS.

Andaman' and **Nicobar'** Islands, in Bay of Bengal.

Lac'cadive and **Mal'dive** Islands, in the Arabian Sea.

PROVINCES AND CHIEF TOWNS.

Formerly British India was divided into the three Presidencies—Bengal, Madras, and Bombay; now it is divided into the following Provinces:—

Provinces.	Towns.
Burma.....	Rangoon, Mandalay, Maulmain.
Assam.....	Sylhet, Gauhati, Silchar, Shillong.
Bengal.....	Calcutta, Dacca, Plassey.
United Provinces of Agra and Oudh.....	Benares, Cawnpur, Allahabad, Agra, Lucknow.
Ajmere-Merwara.....	Ajmere.
Punjab.....	Lahore, Amritsar, Multan, Simla.
North-West Frontier Province.....	Peshawar.
Behar and Orissa.....	Patna, Bhagalpur, Monghyr.

Provinces.

Bombay and Sind.....Bombay, Poona, Surat, Hyderabad, Karachi.
 Central Provinces and Berar.....Nagpur, Jabalpur.
 Madras.....Madras, Trichinopoly, Calicut, Arcot.
 Coorg.....Merkara.
 British Baluchistan.....Quetta.
 Andaman and Nicobar Islands..Port Blair.
 Delhi, the capital of India, has been formed into a separate province with a Chief Commissioner.

Towns.

CHIEF CITIES OF INDIA.

Lahore' is the capital of the Punjab;
 near the left bank of the *Ravi*.

Amrit'sar, to the east of Lahore,
 manufactures shawls.

Peshaw'ar is a fortified town near the
 entrance to the Kyber Pass.

Multan', near the *Chenab*, manufactures
 silk and cotton.

Sim'la is a health station in the Lower
 Himalayas.

Benar'es, on the *Ganges*, is the "most
 holy city" of the Hindus. It is
 crowded with palaces and Hindu
 temples.

Cawnpur', on the *Ganges*, was the
 scene of a terrible massacre of
 British women and children by Nana
 Sahib during the Indian Mutiny in
 1857.

Allahabad', at the junction of the
Ganges and the *Jumna*, a "holy
 city," is visited by pilgrims. It is
 a great commercial centre.

Ag'ra, on the *Jumna*, contains the Taj-
 Mahal, a magnificent imperial tomb.
 It has a great annual fair.

Luck'now, on the *Oumti*, is famous for
 its defence by Lawrence and its re-
 lief by Havelock in 1857.

Calcut'ta (suburb How'rah), on the
Hugli, largest city and former cap-
 ital of British India. It is called
 the "city of palaces," and carries

on an extensive trade in jute
 and in wheat. Population,
 1,220,000.

Pat'na, on the *Ganges*, has a great trade
 in rice, opium, and sugar.

Dac'ca, on the *Buriganga*, has manufac-
 tures of lace.

Gauhat', on the *Brahmaputra*, is the
 centre of the Assam tea trade.

Nagpur', capital of Nagpur district,
 Central Provinces, has manufactures
 of silk, cotton, and wool.

Bombay', on Bombay Island, has an
 excellent harbour, and a great trade
 in cotton and wheat. It is the
 second city in India. Population,
 980,000.

Poon'a, on the *Dekkan*, in the province
 of Bombay, is a hill health-resort,
 and a military station.

Surat', on the *Tapti*, is where the first
 English factory in India was estab-
 lished, in 1612.

Kara'chi, on the *Arabian Sea*, is a sea-
 port for the wheat grown in the valley
 of the Indus.

Madras', on the *Bay of Bengal*, has
 extensive commerce. It is the
 third city in India. Population,
 520,000.

Cal'icut, a port on the Malabar (west)
 coast, gives the name to a cloth called
 calico.

NATIVE STATES.

In addition to the Provinces, there is a large number of Native or Feudatory States under the protection of Britain.

The following are the chief Native States:—

<i>State.</i>	<i>Towns.</i>
Haidarabad', or Nizam's Dominions.....	Haidarabad (population, 500,000).
Baro'da.....	Baroda.
Mysore'.....	Mysore, Bangalore.
Kashmir'.....	Srinagar.
Rajputan'a.....	Jaipur, Jodhpur, Bikaner.
Central India.....	Indore, Gwalior.
Kolhapur'.....	Kolhapur.
Travancore'.....	Trivandrum.
Cochin'.....	Cochin.

Sik'kim, in the Himalayas, became feudatory by treaty in 1890.

Nepaul' and Bhotan' are independent states.

BALUCHISTAN. (P. 190.)

Bounded on north by Afghanistan, east by British India, south by Arabian Sea, and on west by Persia. Area, about 134,000 square miles. Most of Baluchistan is desert, but along the Sind border and in the north-west there are fertile valleys, in which grains and fruit are grown. Baluchistan is an immense grazing country for cattle and camels, and is inhabited by brave and chivalrous nomads.

Quet'ta is an important military station, connected by railway (through the Bolan Pass) with the Indian system. It commands the route to Kandahar, towards which the railway has been built as far as New Chaman.

Khalat' is the only other town of importance.

BURMA. (P. 191.)

Divided into Lower and Upper Burma, each about equal in area to Great Britain. It consists of the valleys of the Irawadi and Salwin, together with the forested hills (teak and sal)

surrounding them. The rainfall is abundant in summer, and the Irawadi flood-plains and delta, the Arakan and Tennasserim coast lands, produce vast quantities of rice, much of which is exported. The chief towns are—

Rangoon', on the delta of the *Irawadi*, the chief port, with a great trade in rice and timber. It contains the famous Golden Pagoda.

Mandalay', on the *Irawadi*, connected by rail with Rangoon. It was the native capital.

Maulmain', on the *Gulf of Martaban*, exports large quantities of teak.

Bhamo', on the Chinese frontier, 700 miles from the mouth of the *Irawadi*, is a place of growing trade with China.

Akyab', on the *Arakan*, and Bassein', on the *Irawadi*, are other ports.

CEYLON. (P. 186.)

Ceylon' is a pear-shaped island in the Indian Ocean, south-east of India, from which it is separated by Palk Strait and the Gulf of Manaar. It is three-fourths the area of Ireland. The island is mountainous, the best-known summit being Adam's Peak.

The natives are called *Sinhalese*. The population is 4 millions. Ceylon is rich in tropical products, the chief being tea, coffee, cocoanuts, and cinnamon. There is a pearl-fishery off the coast. Elephants are plentiful.

Colom'bo, on the west coast, is the capital. It has an excellent harbour, and is the port of call for most vessels passing between East and West *via* the Suez Canal.

Kan'dy, in the interior, was the former capital. It is connected by rail with Colombo.

Point de Galle, in the south, formerly a coaling and calling station.

Trincomalee', in the north-east, is a strong fortress, with a good harbour. It is the headquarters of the British East Indian fleet.

STRAITS SETTLEMENTS.

(P. 194.)

The Straits Settlements and Federated Malay States are situated in the Strait of Malacca. The Straits Settlements consist of **Penang'** or **Prince of Wales Island**, **Wel'lesley Province**, **The Din'dings**, **Malac'ca**, and **Singapore'**. Sago, rice, pepper, tapioca, nutmegs, gutta-percha, coffee, and tin are exported.

Singapore', on a small island of the same name, is the greatest trade centre in the Far East. It is strongly fortified. Population, 312,000.

Labuan', a small island off the north-west of Borneo, is under the government of Singapore.

Malac'ca, on the mainland, and **George'town**, on *Penang Island*, are the other principal towns.

THE FEDERATED MALAY STATES

(p. 194) are governed by native sultans under British protection. They consist of **Perak'**, **Selan'gor**, **Ne'gri**

Sembilan', **Pahang'**, **Kedah'**, **Kelantan'**, and **Trengganu'**. In all, these states have an area of 41,380 square miles—that is, about 7,000 square miles more than Portugal—and a population of over 1,700,000. The staple cultivations are cocoanuts, rice, rubber, sugar, tapioca, coffee, pepper, and gambier. There are millions of rubber trees. Tin is the chief mineral; gold, galena, iron, and china-clay are also found.

There are over 550 miles of railway, with branch lines connecting the principal mining centres with the sea and river ports.

Kua'la Lum'por (Selangor) is the largest town of the states. Pop. 47,000. Other important towns are **Taipeng'** (Perak), **Port Swettenham** (Selangor), **Seremban** and **Port Dickson** (Negri Sembilan), and **Pekan** (Pahang).

The State of **Johor'**, in the extreme south of the peninsula, is under British protection. Area, 9,000 square miles. Population, 180,000. Chief town, **Johor Bahru**, 15 miles north of Singapore.

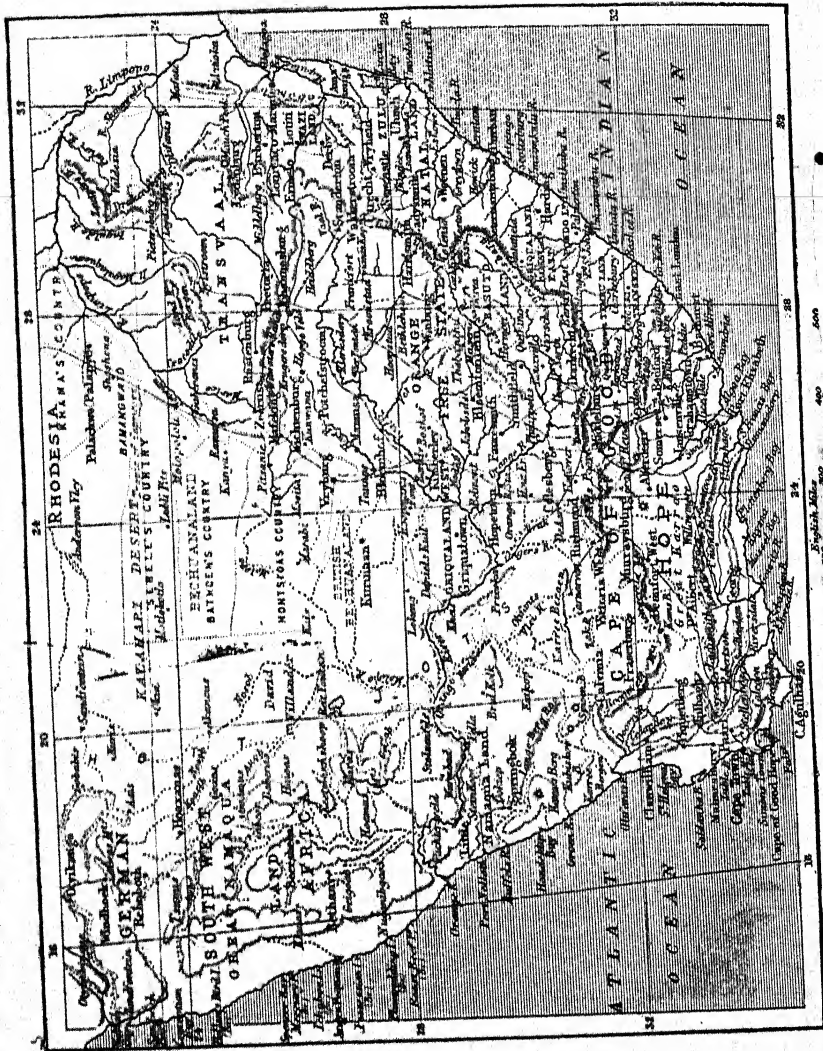
OTHER BRITISH POSSESSIONS IN ASIA.

CYPRUS. (P. 131.)

Cy'prus, an island in the Levant or east part of the Mediterranean Sea, formerly Turkish, has been under the rule of Great Britain since 1878. It is a little larger than the counties of Norfolk and Suffolk put together. Area, 3,600 square miles. Population, 275,000. Cotton, wine, and various fruits are exported.

Nico'sia, the capital, near the centre of the island, manufactures carpets, cottons, and leather.

Lar'naka, **Famagus'ta**, and **Limasol'** are towns on the coast.



POSSESSIONS IN THE ARABIAN SEA. (P. 136.)

Britain claims the political control of the Persian Gulf.

A'den, a town on the rocky peninsula at the south-west of Arabia, is a fortified coaling station. It is the distributing port for local trade with Arabia and the African coast. The hinterland is also British territory.

Perim' is a small island in the Strait of Bab-el-Mandeb, at the entrance to the Red Sea. It is a coaling station, and has a lighthouse.

Socot'ra, an island in the Arabian Sea, off the east coast of Africa, yields the finest aloes in the world.

Ku'ria-Mu'ria Islands, off the south-east of Arabia, export guano.

BRITISH BORNEO.

(P. 332.)

The north-western part of the island of Borneo belongs to Britain, or is under British protection. It exports rice, sago, sugar-cane, tobacco, coffee, pepper, and pearls.

British North Borneo occupies the north part of the island. Its interior is mountainous, but most of the surface is jungle. Area, 31,000 square miles. Chief town, **Sandakan'**, on the east coast.

Brunei', south-west of British North Borneo, is under its own sultan. Area, 3,000 square miles. The chief export is sago.

Sarā'wak is a small kingdom with an area of 42,000 square miles, in the north-west of Borneo; exports sago, gambier, pepper, and jungle produce, coal, gold, silver, antimony, and camphor. The population chiefly consists of Dyaks and Malays.

(1,180)

IN CHINA. (P. 195.)

Hong Kong, an island off the south-eastern coast of China, is the centre of British trade in the East. The peninsula of Kowloon, on the opposite mainland, is also included in the Crown colony of Hong Kong. **Victoria**, the capital, is a large port and a naval station.

Wei-hai-wei, on a peninsula at the entrance to the Gulf of Pe-chi-li, was acquired from China in 1898. It is used as a sanatorium.

AFRICA.

BRITISH SOUTH AFRICA.

The principal British possessions in South Africa are the **Union of South Africa**, **Basutoland**, **Bechuanaland**, **Swaziland**, and **Rhodesia**.

THE UNION OF SOUTH AFRICA.

The Union of South Africa was formed in 1909 by the union of the four self-governing provinces of the **Cape of Good Hope**, **Natal**, the **Orange Free State**, and the **Transvaal**. The government is composed of a Governor appointed by the Crown, together with two Houses of Parliament. The Executive Government is in the hands of the Governor and a Council of not more than ten members.

CAPE OF GOOD HOPE PROVINCE is the most southerly part of Africa. It covers an area three times the size of Great Britain. It is bounded on the north by Bechuanaland and the Orange River, on the north-east by Natal, and the other sides by the ocean.

The country rises by successive terraces (*karroos*) till the *Nieuwveld* (*nyu-velt*) Mountains are reached. These mountains are continued eastward as the *Drakensberg Range*. *Table Mountain*, behind Cape Town, is so called from its flat summit.

The rivers are useless for navigation. The chief are **Orange River**, with its tributaries *Caledon*, *Vaal*, and *Modder*; **Ol'ifants**, **Breede**, **Gou'ritz**, **Gamtoos'**, **Sunday**, **Great Fish**, and **Great Kiel**.

AREA.—276,995 square miles.

POPULATION.—Over 2½ millions, more than ½ million being white.

PRODUCTIONS.—Wool, wine, diamonds, ostrich feathers.

Cape Town, *Table Bay*, the capital and seat of the government, is a busy port. Population, 67,000; with suburbs, 160,000.

Port Elizabeth, *Algoa Bay*, exports wool, skins, and ivory. Population, 31,000.

East London, facing the Indian Ocean, is an important seaport. Population, 21,000.

Grahamstown is the seat of government for the eastern provinces. Population, 14,000.

King William's Town is the chief town in British *Kafraria*. Population, 9,000.

Kim'berley, near the *Modder River*: "the town of diamonds," the De Beers Consolidated Mines being here. Population, 30,000.

Beaconsfield is a suburb. Population, 14,000.

Paarl, 38 miles east of Cape Town, in a fertile, vine-growing district. Population, 11,000.

Graaf Rei'net, 160 miles north of Port Elizabeth. Population, 8,000.

Worcester, on the Great Karoo, manufactures wagons. Population, 8,000.

Uitenhage, 78 miles north-west of Port Elizabeth. Population, 12,000.

Crado'ck, on the Great Fish River. Population, 6,500.

NATAL PROVINCE, north-east of Cape of Good Hope, between the *Drakensberg Mountains* and the Indian Ocean. New northern boundary, the *Pongola River*. It includes *Zululand*. It was founded by Dutch Boers, and became a British colony in 1856. Rears sheep, and exports wool, hides, and angora hair. Sugar, tea, and tropical fruits are grown near the coast. There are extensive coal-fields round New-castle.

AREA.—More than 35,000 square miles.

POPULATION.—Nearly 1½ million, 97,000 being white; the rest are *Kafirs* and *Indians*.

Pietermar'itzburg, the capital (pop. 30,000), 50 miles from **Dur'ban** or *Port Natal*, its port (pop. 72,000).

ORANGE FREE STATE PROVINCE lies between the *Orange* and *Vaal Rivers*. It was annexed by the British in May 1900, during the Boer War. Much grain is grown, cattle and ostriches are reared, and a few diamond mines are worked.

AREA.—50,400 square miles.

POPULATION.—530,000, about 175,000 being whites.

Bloem'fontein is the capital. Population, 27,000.

TRANSVAAL PROVINCE, formerly the South African Republic, is north of the river *Vaal*. It was founded by Dutch Boers who migrated from Cape Colony. In 1877 it was annexed by the British Government. As the result of a revolt in 1880, it became practically independent. During the Boer War of 1899-1902, the British



BRITISH AND CENTRAL SOUTH AFRICA.

invaded the Transvaal and annexed the country.

The province is suited for agriculture and stock-rearing. The gold-mines of the Witwatersrand are the richest in the world, over 220 million pounds' worth of the precious metal having been produced.

AREA.—110,000 square miles.

Preto'ria, the capital, 980 miles from Cape Town, with which it is connected by rail. Pop. (white) 29,600.

Johan'nesburg is the greatest gold-mining town in the world. Population, 237,000 (whites 120,000).

BASU'TOLAND, high plateau between Natal and the Orange Free State. In shape, an irregular oval; area, 11,716 square miles. Population, 406,000. It is well watered. Immense herds of cattle are reared on the grassy plains. European settlement is prohibited.

Mas'eru is the capital, and the seat of the Resident Commissioner.

BECHUA'NALAND PROTECTORATE lies between the Transvaal and Great Namaqualand. Area, 275,000 square miles; population, 125,000. The Bechuanas, who are ruled by

their own chiefs and a Resident Commissioner, are a peaceable people, who grow maize and rear cattle. The Bechuanaland Protectorate must not be confounded with British Bechuanaland, which is now part of Cape of Good Hope. Chief towns, Serowe, Francistown, and Gaborones.

RHODESIA extends from the Transvaal northwards to the Belgian Congo and German East Africa. The region south of the Zambezi is called Southern Rhodesia, and is divided into two provinces, Matabeleland and Mashonaland. The region north of the Zambezi is divided into North-West Rhodesia, or Barotseland, and North-East Rhodesia. The whole territory is governed by the British South Africa Company. Agriculture and gold-mining are the chief occupations of its people. The total mileage of the Rhodesia railway systems is nearly 2,500 miles. Salis'bury is the capital of Southern Rhodesia, and the other towns are Umta'li, Bulawayo, and Gwelo. All these towns are connected by rail with Cape Town, and with Beira, on the Indian Ocean. The railway crosses the Zambezi at Victoria Falls by a new bridge, the highest in the world.

AREA.—About 435,000 square miles.

POPULATION.—About 1½ millions, only 25,000 being whites.

CENTRAL AND EAST AFRICA.

THE NYASALAND PROTECTORATE, formerly the British Central Africa Protectorate, is a strip of territory on the western side of Lake Nyasa, and extending southwards towards the Zambezi on both sides of the river Shiré. Area, 40,000 square miles;

population, 1,000,000, including 600 Europeans. Zomba is the seat of the government, and the chief town is Blantyre, in the Shiré Highlands. Coffee, tea, tobacco, cotton, rice, and wheat are grown in the Shiré Highlands.

BRITISH EAST AFRICA is a large territory, bounded on the south by German East Africa, on the west by the Belgian Congo, and on the north by the Sudan, Abyssinia, and Italian Somaliland. It is divided into the East Africa Protectorate, the Uganda Protectorate, and Zanzibar Protectorate.

The East Africa Protectorate contains highlands suitable for white settlements. Area, about 250,000 square miles; population, over 4 millions. Mombas'a (population 30,000), on the coast, is the chief town. Nairo'bi (population 14,000), 300 miles inland, is the seat of government.

Ugan'da consists of extensive plateaus, and contains Ruwenzori and other extinct volcanoes. Area, 90,000 square miles; population, 3 millions. The administrative capital is at Entebbe.

Zanzibar Protectorate consists of the islands of Zanzibar and Pemba. Area, 1,000 square miles; population, 200,000. Cloves are the principal product.

EGYPT.

EGYPT and the **EGYPTIAN SUDAN** stretch southward from the Mediterranean Sea to British East Africa—a distance of 2,000 miles. Its greatest breadth is 800 miles, in the latitude of Khartum. To the west of the country is French territory, and to the east lie Syria, the Red Sea, and Abyssinia. Egypt consists of three main sections—Lower Egypt Upper Egypt, and the Sudan. The northern half of the



DELTA OF THE NILE.

Sudan consists of a belt of desert, while the southern portion is occupied by grassy or wooded regions of enormous extent, watered by the tributaries of the Nile.

AREA.—Excluding the Sudan, nearly 400,000 square miles. Area of Anglo-Egyptian Sudan, 980,000 square miles.

POPULATION.—11½ millions, of whom about 120,000 are Europeans.

GOVERNMENT.—It is nominally part of the Turkish Empire, and is ruled by a Khedive, who is, however, under British control.

PRODUCTIONS.—Raw cotton, wheat, sugar, rice, maize, millet, hides, wool, etc.

ANIMALS.—The most important are the ox and the camel.

Cai'ro is the capital. It is the largest city in Africa, and occupies a commanding position at the head of the Delta. Population, 660,000.

Alexan'dria is the chief port. It was formerly capital of Egypt, but has declined in importance. It trades chiefly with Europe. Population, 330,000.

Tan'tah is an important town on the Delta. Population, 57,000.

Port Said and Suez are important because they are situated at the northern and southern ends of the Suez Canal respectively.

Khartum', at the junction of the White Nile with the Nile. Now it is the centre of trade in the Sudan, and possesses the Gordon Memorial College.

BRITISH SOMALILAND.—The "eastern horn of Africa" is known as Somaliland, and is so called from the Somalis who inhabit it. It consists mainly of plateaus covered with parched and stunted vegetation, and is divided between Britain, Italy, and France. The British Protectorate covers an

station; exports ivory, hides, gold dust, palm-oil.

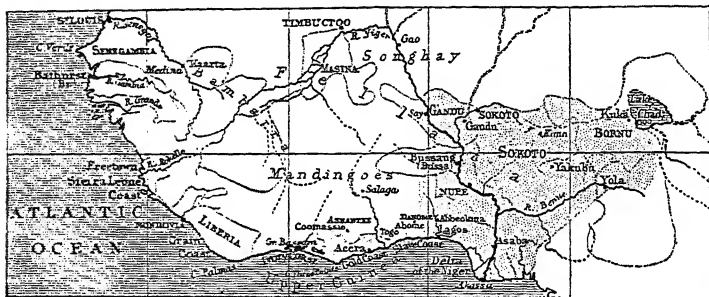
SIERRA LEONE, between French Guinea and Liberia.

Freetown, Sierra Leone—Is peopled by descendants of freed slaves. Exports palm-oil, cocoanuts, india-rubber.

THE GOLD COAST COLONY lies on the north of the Gulf of Guinea. The hinterland of Ashanti and the Protectorate, to the north (capital Kuma'si), are included in this colony.

Accra (population 16,000) is the capital.

Cape Coast Castle, Gulf of Guinea—Is a town and fortress. It exports palm-oil and gold.



(Each square is 500 miles.)

area of about 68,000 square miles. The principal exports are ivory, gums, hides, and spices. Somaliland is famous for its big game.

Berbera, seaport opposite Aden, the seat of government.

Zeila, north-west of Berbera, an important starting-place for caravans for Southern Abyssinia.

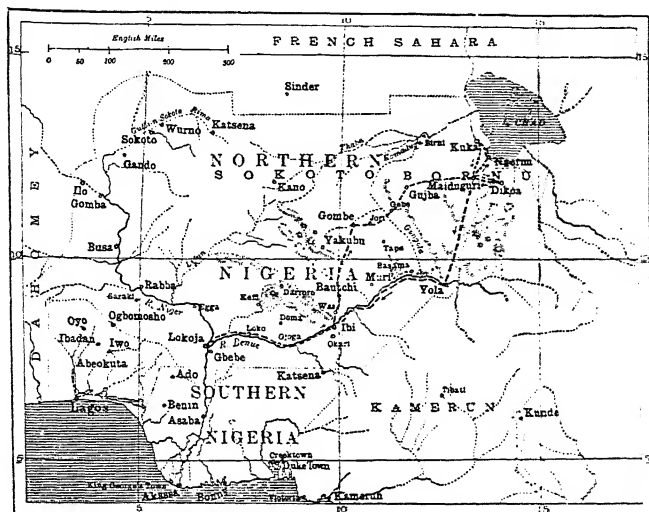
WEST AFRICAN SETTLEMENTS.

GAMBIA is at the mouth of the river Gambia.

Bathurst, Gambia—The chief British

NORTHERN NIGERIA embraces part of the valleys of the Niger and the Benue, and extends northward to Lake Chad. The soil is very fertile. The Protectorate is divided into sixteen provinces, in each of which there is a Government Resident. It has an area of 255,000 square miles, and a population of over 9½ millions. Slavery is being gradually abolished. The Protectorate includes the old Fulah Empire, of which the Sultan of Sokoto is the head. Mohammedanism is prevalent, but there are still many pagan tribes.

Zun'geru, on the Kaduna River, is the



official capital. Other important towns are Wurnu, Gando, Sokoto, Kano, Bida, Yola, Yakuba, Zaria, and Ilorin.

SOUTHERN NIGERIA consists of three provinces—the Western Province (formerly the Province of Lagos and its Protectorate), the Central Province, and the Eastern Province; the two latter comprise the old Protectorate of Southern Nigeria. The area is about 80,000 square miles, and the population is estimated at 8 millions. The climate is hot and unhealthy for Europeans. The soil is generally fertile. Through the ports of Southern Nigeria large quantities of palm-oil, palm-kernels, ivory, rubber, etc., are exported.

La'gos is the seat of government.

Ibadan' (population, 200,000), **Abeokutu**, **Warri**, **Calabar**, **Benin City**, and **Bonny** are other large towns.

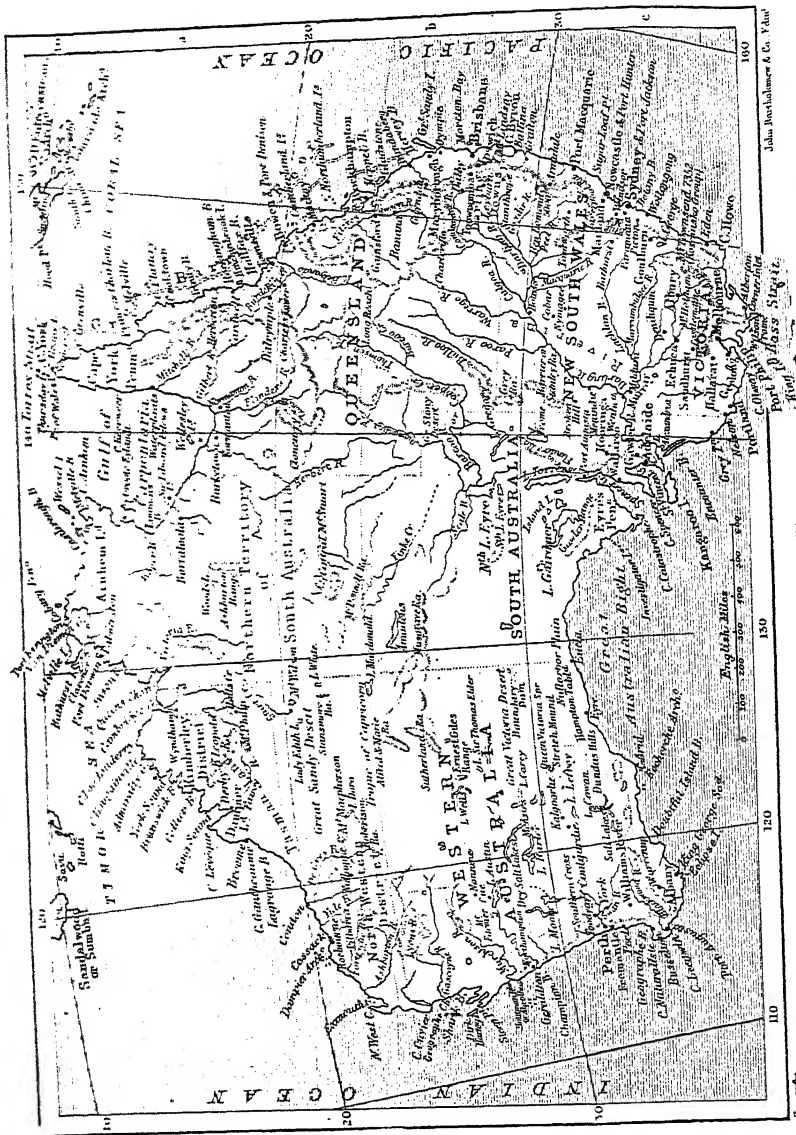
THE EMPIRE OF THE SOUTH.

AUSTRALASIA.

Australa'sia is the name given to the islands of **Australia**, **Tasmania**, and **New Zealand**, which are British colonies. It is now held to include part of the neighbouring island of **New Guinea**, the **New Hebrides**, and the **Fiji Islands**.

AUSTRALIA.

Austra'lia, the largest island or the smallest continent of the world, lies in the southern hemisphere (south of the equator). It was formerly called **New Holland**. Its length from east to west is 2,500 miles; its breadth, 1,900 miles; and its area is nearly 3 million square miles—about three-fourths that of Europe, or twenty-five times the size of Great Britain



AUSTRALIA.

Geograph.

John Bartholomew & Co. Publ.

and Ireland. Its population, nearly 4½ millions, consists chiefly of British settlers and their descendants.

BOUNDARIES.—North and west, **Indian Ocean**; east, **Pacific Ocean**; south, **Southern Ocean**.

RELIEF.—Australia is mountainous in the east, where a mountain range, the **Dividing Range**, runs from north to south, parallel to the coast. The centre is a plateau, its eastern part being 2,000 feet in elevation, and its western 1,000. The lowest part is near the centre, toward which most of the rivers flow.

CLIMATE.—In the greater part of the country the climate is temperate and healthy, and well suited for Europeans. In the east and the south droughts and floods frequently occur. The continent being in the southern hemisphere, the seasons occur at times opposite to our own.

PRODUCTIONS.—The chief products of Australia are gold, copper, wool, tallow, wheat, oats, barley, maize, wine, sugar, and fruits. The land is better suited for pasture than for tillage. Vegetation grows all the year round. The trees are evergreen, and the forests abound with gum trees (eucalyptus). Australia was almost entirely destitute of food-plants until they were introduced from Europe. They now grow abundantly.

Nearly all the native animals are pouched (marsupials). The largest is the kangaroo. Some of the native birds are remarkable—for example, the lyre bird, the emu (resembling the ostrich), and the black swan. The domestic animals are the horse, cattle, sheep, etc., introduced from Great Britain.

Gold was first discovered in 1851, near Bathurst, in New South Wales; it was found in Victoria in the same

year, in Queensland in 1860, and later in considerable abundance in Western Australia. Victoria has been from the first the largest gold-producing region. The whole of the mountainous district in the south of Victoria seems to be gold-bearing. The mining centres there are **Ballarat**, **Cas'tlemaine**, and **Ben'digo** (formerly **Sand'hurst**).

MOUNTAINS.

Liverpool Range and **Blue Mountains**, in New South Wales.

Australian Alps, in Victoria. *Mount Townsend*, the highest point in Australia, 7,350 feet.

Flin'ders Range and **Macdon'nell Range**, with **Central Mount Stuart**, in South Australia.

Dar'ling Range, in Western Australia.

RIVERS.

Australia is not well watered. The rivers vary greatly in volume, owing to the irregularity of the rainfall, and many of them run dry occasionally. They are of little use for navigation. The rivers on the Pacific slope of the **Dividing Range** are short, and are subject to sudden floods. Those on the inland slope either become lost in the sand or drain to salt lakes in the interior. The only great river is the **Murray**, which has a full and permanent supply of water from the **Australian Alps**.

Flowing North.

Mit'chell and **Flin'ders**, into the Gulf of **Carpentaria**.

Flowing East.

Fitz'roy and **Bris'bane**, in Queensland. **Hunter**, in New South Wales.

Flowing South.

Mur'ray, with its tributaries the **Dar'ling** and **Mur'rumbidgee**.

Flowing West.

Swan and Mur'chison, in Western Australia.

LAKES.

Lakes Tor'rens, Eyre, and Gaird'ner, in South Australia. Lake Amade'us, in the centre of the island.

There are many other lakes in Western and South Australia, but they vary very much in size according to the season. Most of them are salt, and have no outlet to the sea.

COASTS.

The coast-line measures over 8,000 miles in length, and is not much indented, except in the north. For more than a thousand miles off the eastern coast of Queensland there stretches the Great Barrier Reef, a ridge of coral from ten to a hundred miles from the coast.

CAPIES.

On the North.

Cape York, Cape Arn'hern.

On the East.

Point Danger, Cape Howe.

On the South.

Wilson Promontory.

On the West.

Cape Leeu'win and North-West Cape.

SEAS AND INLETS.

On the North.

Tor'res Strait, Gulf of Carpentaria.

On the East.

More'ton Bay, Port Jack'son, Bot'any Bay.

On the South.

Bass Strait, Port Phil'lip, Gulf of St. Vincent, Spen'cer Gulf, Great Australian Bight, King George Sound.

On the West.

Flin'ders Bay and Shark Bay.

PENINSULA.

Cape York Peninsula, north of Queensland.

ISLANDS.

On the North.

Bath'urst and Mel'ville.

On the East.

Great Barrier Reef and Great Sandy Island.

On the South.

Flinders Island, King's Island, Ka'ngaroo' Island, Tasmania.

THE COMMONWEALTH OF AUSTRALIA.

Australia consists of six states:—

<i>States.</i>	<i>Capitals.</i>
Queensland.....	Brisbane.
New South Wales.....	Sydney.
Victoria	Melbourne.
South Australia.....	Adelaide.
Western Australia.....	Perth.
Tasmania.....	Hobart.

These states, formerly under separate governments, were on January 1, 1901, united in one federation, under the name of The Commonwealth of Australia.

NEW SOUTH WALES.

New South Wales, in the south-east, the oldest state in Australia, is famous for its large sheep-farms, called "runs," on which millions of sheep are reared. The chief exports are gold, wool, coal, frozen and preserved meat, hides and skins. Gold-fields are numerous, and coal and silver are found in considerable abundance. Timber is good and plentiful. Syd'ney, Port Jackson, the capital, and the oldest settlement in Australia, has a university, fine buildings, and a splendid harbour. It is the most populous town in Australia. Pop. 620,000.

Parramat'ta, *Port Jackson*, grows oranges and grapes.

Maitland, *Hunter*, grows tobacco, grapes, and oranges; coal-mines are in the neighbourhood.

New'castle, *Hunter*, large coal exports.

Bath'urst, *Macquarie*, was the first Australian gold-field (1851); centre of a great farming district.

Goul'burn, trade centre; boot and shoe factories.

Broken Hill, third town in the state, has silver mines.

VICTORIA.

Victoria, in the south-east, is the next most important state. It exports grain, flour, wine, gold, wool, meat, hides, tobacco, hops, and fruits.

Mel'bourne, *Yarra*, the capital, is a fine city, an important seaport, and has a university. Population, 600,000.

Ballarat' has gold-fields and iron works; centre of gold district.

Ben'digo has gold-fields.

Geelong', *Port Philip*, exports wheat and wool; paper-mills and rope-walks.

Ea'glehawk, mining centre.

Warrnambool', seaport.

Cas'tlemaine is a railway centre.

QUEENSLAND.

Queensland comprises the north-eastern portion of the continent. It is a pastoral country, and exports wool, hides, and meat. Gold, silver, and copper are worked.

Bris'bane, *Brisbane*, is the capital and chief port. Population, 115,000.

Rockhamp'ton, *Fitzroy River*, exports frozen meat.

Ma'ryborough has gold-mines near; centre of the sugar industry.

Towns'ville, the chief port in Northern Queensland; near gold-fields.

Chart'ers Towers and **Gympie**, gold-mining.

Ips'wich, coal-mining; cotton factories; agricultural district.

SOUTH AUSTRALIA.

South Australia formerly included the entire centre of the continent from north to south. In 1911 the larger half, known as the Northern Territory, was transferred to the Commonwealth Government. A large portion is desert. Wheat and copper are the chief exports, and wine is largely produced.

Ad'elaide, the capital, is the seat of a university. Population, 190,000.

Port Adelaide, *Gulf of St. Vincent*, chief seaport.

Port Pir'ie and **Port Augus'ta**, on Spencer Gulf.

Kapun'da and **Koorin'ga**, copper-mining.

Moon'ta and **Wallaroo'**, *York Peninsula*, possess the largest copper-smelting works in Australia.

Pal'merston, on *Port Darwin*, capital of the Northern Territory.

WESTERN AUSTRALIA.

Western Australia is the largest and the most thinly populated of all the Australian states. Gold-mining is the most important industry. Wheat and wool are exported.

Perth, *Swan River*, is the capital. Population, 50,000.

Freman'tle, *Swan River*, principal seaport. Mail steamers call here.

Al'bany, *King George's Sound*, coaling station for the British navy.

Coolgar'die and **Kalgoor'lie**, on the barren plains 400 miles east of Perth, are rising towns which owe their existence and rapid growth to discoveries of gold in the neighbourhood.

TASMANIA.

Tasmania is a large island south-east of Australia, from which it is

separated by Bass Strait. Its area is nearly equal to that of Scotland. It is named after Tasman, its discoverer, and was formerly called Van Diemen's Land. The surface is mostly elevated and hilly, the highest peak being Mount Cradle, 5,070 feet high. There is a lake region in the interior, from which the chief rivers flow. Wool, gold, tin, wheat, hops, and fruits are the principal products. *Hobart*, *Derwent*, the capital, has a good harbour. Population, 28,000. *Launceston*, *Tamar*, has shipping trade.

DOMINION OF NEW ZEALAND.

New Zealand consists of two large islands, the North Island and the South Island, and a smaller one, *Stewart Island*. These are situated in the South Pacific Ocean, 1,200 miles south-east of Australia, and 12,000 miles from Great Britain. The group is nearly 1,000 miles long, and is 200 miles broad at its widest part. The area is a little less than that of Great Britain and Ireland. The population is over a million. The native inhabitants, of whom there are about 50,000, are called Maoris, and are chiefly found in North Island. They are a brave and intelligent race, tall and well made, and of an olive-brown colour. They are now increasing in number.

RELIEF.—North Island consists of a plateau in the centre, bordered by lowlands stretching to the coast. A range of mountains stretches through the entire length of South Island, quite near the west coast, the general slope being therefore towards the east. *Stewart Island* is very hilly.

CLIMATE.—The geographical position and physical features of New Zealand cause the climate to vary greatly. Snow seldom falls, except in the

southern parts of South Island. The climate resembles that of Great Britain. New Zealand, like Australia, has its seasons the reverse of those in Great Britain.

PRODUCTIONS.—Most of the British plants are grown successfully. Wheat, oats, barley, and hay are the principal crops. The kauri pine, much valued for shipbuilding, yields a resin called kauri gum. New Zealand flax is much used for mats, baskets, ropes, etc. Sheep-rearing is largely carried on, and frozen mutton and wool are exported. The minerals are gold, coal, and silver.

MOUNTAINS.

Mount Ruapehu (9,200 feet) and Mount Egmont, in the North Island. Southern Alps, in the South Island; highest peak, *Mount Cook*, nearly 13,000 feet.

RIVERS.

Waikato, flowing north, Wanganui, flowing south, through North Island. Waitaki, and Clutha, the longest river in the colony, flowing south-east through the South Island to the Pacific.

LAKES.

Lake Taupo, in the centre of the North Island. There are numerous hot springs in the neighbourhood. Lake Te Anau (132 square miles), Lake Wakatipu, and many smaller lakes, are in South Island.

COASTS.

The coast-line of the North Island is very much broken. That of the South Island is less indented, except in the west, where the scenery, especially at Milford Sound, is grand and majestic.

CAPES.

Cape Maria Van Diemen, on the north; East Cape, on the east; Cape

Tas'man Bay, Peg'asus Bay, and Ota'go Harbour, in South Island.
Foveaux (fo-vo') Strait, between South Island and Stewart Island.

TOWNS.

In North Island.

Well'ington, Cook Strait, the seat of government; has a fine harbour, a college, a museum, and many industries. Population, 65,000.

Auck'land, Hauraki Gulf, formerly the capital, is the largest town in New Zealand. Population, 40,000; with suburbs, 102,000. Beautifully situated on a fine harbour; extensive wharves, and shipbuilding.

New Plym'outh is a seaport on the west coast.

Na'p'ier, Hawke's Bay, coasting trade.
Wanganu'i, thriving town on the south-west coast.

In South Island.

Nel'son, Tasman Bay, is a seaport and the centre of the hop industry.

Blen'heim, Cook Strait, is a small seaport.

Christ'church, the centre of a great agricultural district, contains many fine buildings, schools, museum, etc. Its port is **Lyt'tleton**.

Dune'din, Otago Harbour, an important commercial city; is a very busy port, and near are valuable gold-mines; inhabited chiefly by Scotsmen.

Invercar'gill is a thriving town in the extreme south.

Hokitika, seaport and a gold-mining centre.

BRITISH POSSESSIONS IN THE PACIFIC.

Territory of Papua is that part of the island of New Guinea which lies opposite the northern shores of Australia, from which it is separated by Torres Strait. All kinds of tropical produce are grown. Its vegetation is rich, and its birds are noted for their gay plumage. Gold, ebony, and pearl-shells are exported. **Port Mores'by** is the chief port and the residence of the British Administrator.

The **Fi'ji Islands**, north of New Zealand and east of Australia, are very fertile, and have a very mild climate. The chief productions are bread-fruit, cocoanuts, sugar, bananas, timber, and cotton. **Vi'ti Le'vu** and **Vanu'a Le'vu** are the chief islands. **Su'va**, the capital, stands on the former.

El'lice Islands and **Gil'bert Islands**, groups of low coral islands north of Fiji.

Phoe'nix Group, south-east of the Ellice Islands.

Nor'folk Island, east of Sydney, was formerly a convict settlement, but is now occupied by the descendants of the Pitcairn Islanders.

Auck'land Islands lie 200 miles south and **Chat'ham Islands** 350 miles east of New Zealand; **Cook Islands**, over 2,000 miles to the north-east. These islands are included in the Dominion of New Zealand.

There are numerous other islands in the Pacific belonging to Britain, but they are of less importance.



PRONUNCIATION OF DIFFICULT GEOGRAPHICAL AND OTHER NAMES IN THIS BOOK.

ā = a in fate, ä = a in far; ǣ = a in awl; all vowels short unless
marked long, thus ā, ē, ī, ō, ū; ɳ = nasal n.

Abyssinia, ab-is-sin'i-a.
Acadia, a-kā'di-a.
Accra, ak'ra.
Afghanistan, af-gün-is-tän'.
Agra, ā'grā.
Akyab, äk-yäb'.
Allahabad, ä'l-lä-hä-bäd'.
Allegany, al'e-gä-ni.
Amadeus, am-a-dē'us.
Amritsar, um-rit'sär.
Annapolis, an-nap'ō-lis.
Antigua, än-tē'gwä.
Aravalli, ar-a-vul'lē.
Assiniboine, as-sin'i-boin.
Athabasca, ath-a-bas'kä.
Bab-el-Mandeb, bab'el-män'-deb.
Bahamas, ba-hä'mas.
Bahr-el-Ghazal, bar-el-ghä'-zal.
Bahr-el-Jebel, bar-el-jē'bel.
Ballarat, bäl-lär-ät'.
Baluchistan, bäl-loo-kis-tän'.
Bangweolo, bang-wi-ō'lō.
Barbadoes, bar-bä'dōz.
Beas, bē-äs'.
Bechuanaland, betch-oo-än'-a-land.
Beira, bi'e-ri.
Belle Isle, bel eel'.
Benares, ben-ä'rēz.
Benue, ben-oo-ē'.
Berbice, bare-bēs'.
Bermudas, ber-mü'düz.
Bhamo, bhä-mō'.
Bida, bi'dä.
Bischoff, bish'of.
Bloemfontein, bloom-fon-tēn'.
Borgu, bor-goo'.
Brahmaputra, bräi-ma-poo'-trü.
Bras d'Or; bräi dör'.
Brisbane, bris'ben.
Brunel, broo-ni'.
Bulawayo, bul-a-way'ō.
Cadiz, käd'iz.

Cairo, ki'rō.
Calais, kä-lä'.
Calgary, kal'gary.
Cauvery, kä'ver-i.
Cawnpore, kan-poor'.
Champlain, shän-plän'.
Chicago, she-kä'gō.
Chignecto, shig-nek'to.
Chinook, she-nook'.
Chitral, chi'träl.
Clutha, kloo'tha.
Colombo, kö-löm'bō.
Coorg, koorg.
Cortez, kör'tēz.
Curepipe, kür'peep.
Cyprus, si'prus.
Damietta, dam-i-et'ta.
Delhi, del'li.
Demerara, dem-er-ä'ra.
Dominica, dom-in'e-ka.
Dunedin, dun-ē'din.
Dupleix, du-plä'.
Dyaks, di'aks.
Eiffel, ef-fel'.
Elichpur, el-ich-poor'.
Ellice, el'is.
Elmina, el-mē'nä.
Erie, ē'ri.
Esquimaux, es'ki-malt.
Eyre, air.
Famagusta, fä-mä-goos'tä.
Fiji, fē'jē.
Finisterre, fin-is-tär'.
Foveaux, fö-vō'.
Gambia, gam'bi-a.
Gamtoos, gam-toos'.
Gauhati, gow-hat'ti.
Geelong, jē-long'.
Genoa, jēn'o-a.
Godavari, go-dä'vär-i.
Gouritz, gow'ritz.
Graaf Reinet, gräf nē'net.
Grenada, gren-ä'da.
Guardafui, gwär-da-fwē'.
Guatemala, gwa-te-mäl'a.
Guiana, ge-ä'nä.
Gympie, gim'pe.

Hadramaut, hä-drä-mät'.
Haiderabad, hi-dä-rä-bäd'.
Haiti, hä'ti.
Hauraki, how-rä'ki.
Hausa, how'za.
Heidelberg, hi'dl-burg.
Himalaya, him-ä-lä'ya.
Hobart, hö'bart.
Hokitika, ho-ki-tē'ka.
Honduras, hon-doo'ras.
Howrah, how'rä.
Hugli, hoo'glä.
Hurdwar, hurd-war'.
Ilorin, e-lō-rēn'.
Irawadi, e-rä-wä'di.
Ismailia, ēs-mä-ē'lyä.
Jacques Cartier, zhäc Car'tyā.
Jaipur, ji'poor.
Jamaica, ja-mä'ka.
Jhelum, jē'lum.
Johannesburg, yō-hün'nes-burg.
Johor, jō-hör'.
Jumna, jum'nä.
Kagera, kä'jē-rä.
Kalgoorlie, kal-goor'li.
Kampala, kam-pä'la.
Kanaka, kan-ak'a.
Kano, kä-nō'.
Kapunda, kä-pun'da.
Karachi, kä-rä'che.
Karakorum, kä-rä-kō'rum.
Kashmir, kash-mēr'.
Kauri, kow'ri.
Keewatin, kē-wä'tin.
Khartum, kar-toom'.
Kashmir, kash-mēr'.
Khyber, ki'ber.
Kimberley, kim'ber-li.
Kistna, kist'nä.
Kolhapur, kö-la-poor'.
Kontagora, kon-tag'o-ra.
Kwala Pilah, kwa'la pē'lä.
Labrador, lab-ra-dör'.
Labuan, lä-boo-än'.
Lagos, lä'gos.
Lahore, lä-hör'.

36	La Soufrière, la sūf-rē-air'.	Nova Scotia, nō'va skō'shi-a.	Sneeuwbergen, snū'berg-en.
Tas	Launceston, lān'ston.	Nupe, nū'pe.	Socotra, so-cō'trā.
g	Leeuwin, lu'in or le'u-win.	Nyasa, ne-ās'sā.	Somalland, sō-mā'lā-land.
Fov	Limasol, li-mā'sōl'.	Olifants, ol'i-fants.	Srinagar, srē'nā-gūr.
I	Lokoja, lō-kō-jā'.	Ontario, on-tā'ri-o.	Stellenbosch, stel'en-bosc
	Louisburg, loo'is-burg.	Ortegal, or'tē-gal.	Swakin, swā'kin.
	Louisiana, loo-i-zī-ā'na.	Otago, o-tā'gō.	Sudan, soo-dān'.
	Lourenço Marques, lō-ren'-so mar-kūs'.	Ottawa, ot'tā-wā.	Suez, soo-ez'.
We	Macquarie, māt-kwor'i.	Panjab, pān-jāb'.	Sulaiman, soo-le-mān'.
	Madagascar, mad-a-gas'kar.	Papua, pā'poo-a.	Surat, soo-rāt'.
	Madeira, ma-dē'ra.	Parramatta, pār-ā-mat'a.	Sutlej, sut'lej.
	Mafeking, maf'e-king.	Paria, pār-ri-a.	Taj Mahal, taj mā-hāl'.
	Mahanadi, mah-hā-nā'di.	Penang, pē-nang'.	Tanganyika, tān-gān-yē'hā.
	Mahé, mā-hā'.	Pennsylvania, pen-sil-vā'-ni-a.	Tapti, tāp'ti.
At	Malacca, mā-lak'a.	Perak, pār-riuk'.	Taranaki, tā-rā-nū'ki.
	Manaar, mā-nār'.	Perim, pār-rim'.	Tarifa, tā-rē'fā.
	Mandalay, māt-dā-lay'.	Peshawar, pa-shou'er.	Tasmania, taz-mā'ni-a.
	Manhattan, man-hat'an.	Philippines, fil'ip-inz.	Tenasserim, ten-as'sā-rim.
	Manitoba, man-i-tō-bā'.	Pictou, pik-too'.	Tobago, tō-bā'gō.
	Maria van Diemen, mā-rē'ā van dē'men.	Pietermaritzburg, pē-ter-mar'its-burg.	Toronto, tō-rōn'to.
N	Marselles, mar-sāls'.	Pizarro, pi-thār'ro.	Travancere, trav-an-kōr'.
	Martaban, māt-ta-bān'.	Point de Galle, point de gāl.	Trincomalee, tring-ko-ma-lē'.
N	Martinique, māt-ti-nōk'.	Pondicherry, pon-di-she'rī.	Trinidad, trin-i-dad'.
V	Maseru, maz'er-oo.	Pretoria, pre-tō'ri-a.	Trivandrum, trē-vān'droom
	Mashonaland, ma-shō'na-land.	Qu'appelle, kap-pel'.	Tugela, tu-ghe'lā.
	Matabeleland, mat-a-bē'le-land.	Quebec, kwo-bek'.	Uitenhage, u-ten-hage'.
	Matoppe, mā-top'pō.	Quetta, kwet'tā.	Ujiji, oo-jē'jē.
	Maulmain, mā'l-mine'.	Rajputana, rāj-poo-tā'nā.	Ungava, un-gā'va.
	Merkara, mēr-kā'ri.	Rangoon, rān-goōn'.	Ushant, ush'ant.
	Michigan, mish'i-gan.	Ravi, rā'vē.	Utrecht, ū'trekt.
	Minorca, mi-nor'ka.	Réunion, ra-ūn'yōn.	Vaal, vāl.
	Mississippi, mis-is-ip'i.	Rhodesia, rō-dē'shi-a.	Valetta, vā-let'tā.
	Mombasa, mom-bās'a.	Rimouski, rō-moos-kō'.	Vancouver, van-koo'ver.
	Montmorency, mont'mō-ren-si.	Rio del Rey, rē'o del rā'ē.	Vanna Levu, vān-noo'ā lā'voo.
	Montreal, mont-re-ql'.	Roanoke, rō-a-nōk'.	Vasco da Gama, vas'ko dā gā'mā.
	Montserrat, mont-ser-rat'.	Rodrigues, rō-drēg'.	Vindhya, vind'yā.
	Mweru, um-we'roo.	Rosetta, rō-zet'a.	Viti Levu, vē'tē lā'voo.
	Nagpur, nāg-poor'.	Ruapehu, roo-a-pē'hu.	Waganda, wā-gān'da.
	Nairobi, nī-rō'bi.	Ruwenzori, roo-wen-zō'rē.	Waitaki, wī-tā'ki.
	Nanaïmo, nan-ā'mō.	Salwin, sāl-wīn'.	Wakadipu, wā-kā'ti-poo.
	Narbada, nār-bā-dā'.	Sandakan, sāt-dā-kān'.	Waikato, wī-kā'tō.
	Natal, nā-tāl'.	Sarawak, sār-rā-wāk'.	Wallaroo, wāl-lā'roo.
	Negri Sembilan, nā'gre sem-be-lān'.	Saskatchewan, sas-kach'e-wān.	Wanganui, wān-gā-noo'i.
	Nepaul, ne-pāl'.	Satpura, sāt-poo'rā.	Warrnambool, war-nam-bool'.
	Nevis, nev'is.	Sault Ste. Marie, soo sōnt mā'ri.	Wei-hai-wei, wēy'-high-way'.
	Niagara, nī-ag'a-rā.	Selangor, se-lān-gōr'.	Wellesley, welz'li.
	Nicobar, nik-o-bar'.	Senegal, sen-o-gūl'.	Winnipeg, wīn'i-pēg.
	Noosia, nē-ko-sū'ā.	Seychelles, sa-shel'.	Yakoba, yak-ō'ba.
	Nieuwveld, nyū'velt.	Shan-tung, shāng-toong'.	Yucatan, yoo-kā-tān'.
	Nigeria, nī-jē'ri-a.	Shiré, shō'rā.	Yukon, yoo'kon.
	Nilgiri, nīl-g'ri.	Sierra Leone, si-er'ra lē-ō'no.	Zambezi, zām-bē'zi.
		Sikkim, slk'im.	Zanzibar, zān'zī-bār.
		Sinhalese, sin-hā-lēz'.	Zimbabwe, zīm-bāb'we.
			Zwartebergen, zwārt-ber-gen.